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FORECASTS OF LEAN YEARS.

SIR W. BEVERIDGE'S NEW THEORY.

EVIDENCE OF APPARENT PERIODICITY

The *Times* gives the following summary of a lecture delivered at the London School of Economics and Political Science by Sir William Beveridge, K.C.B. (Director of the School), setting out a new theory of periodicity in the weather and the crops.

Many attempts have been made in the past to connect the world-wide fluctuations of trade and industry and the recurrence of commercial crises with some astronomical or meteorological cycle affecting the crops.

The most famous of these attempts is represented by the "sun spot" theory advanced by Professor W. S. Jovanovich between 1875 and 1879. It is generally agreed that this theory in its original form has been completely untenable, and though more recent writers have done much to illustrate the connection between weather, crops, and industrial activity in particular countries, it has not proved possible to demonstrate the existence of any periodic harvest fluctuations of a general character, or to reconstitute the sun spots as an influence in our daily lives.

It is not, however, necessary to wait for this. Just as astronomers by the movements of a star can discover the movements and even the mass of its dark companion which they do not see, so there appear to be at least two methods by which fluctuations in the past agricultural productivity of the world can now be discovered and recorded. The first of these methods consists of an analysis of prices, the second of an analysis of the British export trade. By these means it seems possible to prove the existence of a regular cycle, in which the general productivity of the world is lowered for one or more harvests, at intervals of 15 to 18 years.

THE EVIDENCE OF PRICES.—Long before the yield of harvests is recorded in official statistics, it is taken into account under the laws of supply and demand, in the determining of market prices. Marked excess or deficiency of a crop in any year is reflected in the general level of the price of the crop, and a marked fall or rise of the price. So soon as there is anything like a world market for any commodity, the price becomes a world price and tends to record excess or deficiency in the world as a whole, leaving unrecorded such purely local variations as are balanced by opposite variations in some other locality.

The price of most crops in modern times is thus a reflection of the world's harvest. Unfortunately in modern times it is influenced by and so reflects many other things as well. The money price of wheat or sugar, as of all other articles, tends to rise and fall in dependence on general conditions of currency and credit, or war and taxation and civil disturbance. If, however, the supply and so the price of one class of articles, such as crops, is affected by a climatic cause which does not influence some other class, such as metals, then this should show itself by a change in the relative level of prices of the two classes.

Price index numbers for many important articles in the United Kingdom are available for each year from 1789 onwards. Using Jovanovich's figures to 1885 and Sauerbeck's thereafter, I have divided the price of food for each year by the corresponding number for the price of certain metals (copper, lead, tin, iron), and by this means any changes in price level which are common to both classes are eliminated, and any changes peculiar to one class are thrown into relief. We get in fact an index of "relative food prices." Since the demand for food is relatively steady, this index should fluctuate with the supply of food, rising with bad harvests in the world as a whole, and falling when they are good. Any periodic fluctuation of this index can hardly be explained save by periodicity in the yield of harvests.

THE EVIDENCE OF EXPORTS.—The result of this calculation is striking. The relative food prices, with certain general changes of level, shows a marked fluctuation with maximum points at 1800, 1813-14, 1817, 1831, 1817, 1830, 1874. There are minor fluctuations, and in particular there are two relatively high points at 1807-8 and 1875, but when regard is had to the general movement of the index, none of the intermediate maxima are of importance equal to those of the years named. These years of high food prices (i.e., bad harvests) are almost invariably separated by periods of 15 or 16 years; the only exception being at 1817, when an unusually long interval of 17 years from 1800 is at once corrected by a short interval of 14 years to the next maximum.

THE EVIDENCE OF EXPORTS.—The second way of discovering fluctuation in general agricultural productivity is found in a somewhat unexpected quarter, that is to say, in an analysis of British exports. The precise method adopted is to divide the value of British exports as given in pounds sterling by the index number representing the general level of wholesale prices of all commodities in that year. This method has been dealt with in an article on "British Exports and the Barometer," appearing in the current issue of the *Economic Journal*. It will be sufficient to state that for the reasons there given, the quotient resulting from this division should, theoretically, rise and fall with the productivity of the world's crops as a whole, and that in fact it shows a periodic fluctuation in complete accord with the relative food prices, indicating 1831-2, 1847, 1862, 1877-8, 1893, 1900, as successive minima of agricultural production. The exact length of the period is probably between 15.3 and 15.4 years, and can for present purposes be most conveniently assumed at 15 years and four months.

That the years indicated above were, in fact, times of widespread harvest failure and famine is known. In 1800-9 and 1893-4 bad American harvests followed on famines in India and Russia (1891-2). The general failure of European harvests in 1847 and the famines which ravaged the Old World in 1877-8 are matters of history. The years 1831-2 are marked by droughts in India and South Africa, and elsewhere. Descriptive accounts, however, do not allow of ready comparison between these and other deaths, either for severity or generally. The merit of the statistics given above is that they furnish a continuous record of conditions in the world as a whole, and thus make comparison possible.

THE EVIDENCE OF THE BAROMETER.

Can this periodic fluctuation of the economic records be connected with anything in meteorology? I think it clearly can. From the Report of the Solar Physics Committee on Barometric Pressures (published in 1908), and from other sources, it has been possible to compare the mean barometric pressure over a large part of the habitable globe in each year since 1812. From 1873 this comparison is based on records from 20 separate stations in Australia, China, Japan, the Malay Archipelago, East Indies, Persia, South and East Africa (including Mauritius), the Mediterranean basin, Western and Central Europe, Russia, and North America. In these 41 years the three years of lowest pressure are 1875, 1893, and 1909. Between 1848 and 1873 the evidence is more scanty, but it still comes from all parts of the world, and is sufficient to identify the years about 1847 and 1861-2 as barometrically the most remarkable of the period. The agreement between the barometric and the economic records in singling out the same five successive epochs at intervals of 15 to 16 years is practically complete. As the last three epochs—1875, 1893, 1909—a year of minimum pressure (meaning as a rule a cold and wet summer) follows upon a year of exceptionally high pressure (involving as a rule, drought). There appears to be, at intervals of between 15 and 16 years, something in the nature of a meteorological crisis, extending over two or three years and leading to abnormal weather, which first destroys the crops of the countries that need rain by withholding it, and then the crop of the countries which desire dry weather by excessive rain. The fact that the drought usually precedes the deluge makes death in India usually precede death in North America and England.

HISTORIC RECORDS.

Over the whole period which they jointly cover, the two sets of economic records and the barometric records are in almost absolute agreement. But we need not stop at 1830. The index of "relative food prices" has already given the dates of the next three preceding crises. The evidence of the Annual Register and of such writers as Tooke (on the History of Prices) marks each of these dates, 1816-17, 1790-1800, 1785, as meteorologically the worst years of their period. Beyond 1784 we can proceed for two centuries or more, by examination of grain prices, of famine histories, and of contemporary accounts of weather. A first investigation of these records clearly indicates 1771-72, 1756-57, 1740-41, 1725 (doubtful), 1709, 1694, 1678 (or in some records 1673-74), 1661, 1647-48, and 1630 as periods of exceptionally high prices and famine harvests in England. Most of these times stand out also as times of death in Scotland, France, Spain, Germany, and other European countries, so far as records are available. The epochs indicated can be identified with notable Indian famines in the same or immediately preceding year. Beyond 1630 there is a curious break in the series; the next crisis seems to be dissipated between several high points, and that which was due about 1690, apparently both in England and in India, comes four or five years too soon (1593 or 1599). Thereafter the cycle resumes its course again emphatically in the famine which led to the institution of the English Poor Law in 1535-36; it continues in 1535-36, 1514, and 1529-30. All these dates lie very close to those reached by working back with a 15½ year period from 1877 or 1878.

The cycle of 15½ years does not, of course, account for all harvest failures. Some of the most notorious Indian famines, such as that of 1816-1800, fall outside its range. In the centuries covered by the other retrospect given above, there are other years of dearth and high prices. One can only say that as a rule, if not invariably, these other bad times prove on examination to be less severe or less general than those of the cycle. One may add that the occurrence of intermediate crises is in full accord with what seems to be the only possible explanation of the cycle itself. No period of 15½ years appears to have been recognized by meteorologists hitherto. It seems clear that if a cycle of this length exists it must represent the combination of at least two and probably more cycles of shorter length, which at these intervals of 15 or 16 years tend to coincide in their operation, but may themselves produce intermediate crises. One of these cycles might be the cycle of just over five years, which is found in certain terrestrial phenomena; another might well be the important 21-year cycle, of which four make up the sun spot period of just over 81 years, and 11 would make almost exactly two complete periods, of 15½ years each. This suggestion gains colour from the fact that though the 15½-year crisis is occasionally hard to trace at one manifestation, it has never in three centuries failed or been feeble twice running.

It is needless to point out the practical importance of this apparent periodicity of harvests, if it proves to be established. We should not have a full explanation of trade fluctuation, or indeed more than one factor in it, but we should know definitely something more of the laws which from time to time bring scarcity upon the world. Inevitably the question arises as to whether the present theory, if correct, makes possible the forecasting of the future dearth. To this question the answer is "yes" and "no," or rather "not yet." The experience of three centuries warns us to prepare for the probability that one or more of the years 1924, 1939, and 1954 will be marked by most unreasonable weather, diminishing the yield of harvests, increasing food prices, and possibly producing famines. But experience shows that the severity of the crisis varies from one manifestation to another, and that the precise year is, within the limits of two or three years, uncertain. Experience also shows the possibility of a particular crisis being dissipated and hardly appearing at all, or, in one case at least, appearing four years before its time. While, however, it is not, I think, possible now to make a definite forecast, this does not mean that the material for such a forecast is not available. Detailed examination of the barometric and other weather records very well make it possible not only to demonstrate beyond question the existence of the main cycle but also to discover the laws which determine the precise date and revenue severity of each crisis. It is therefore a wide field for remedial effort will have been opened.

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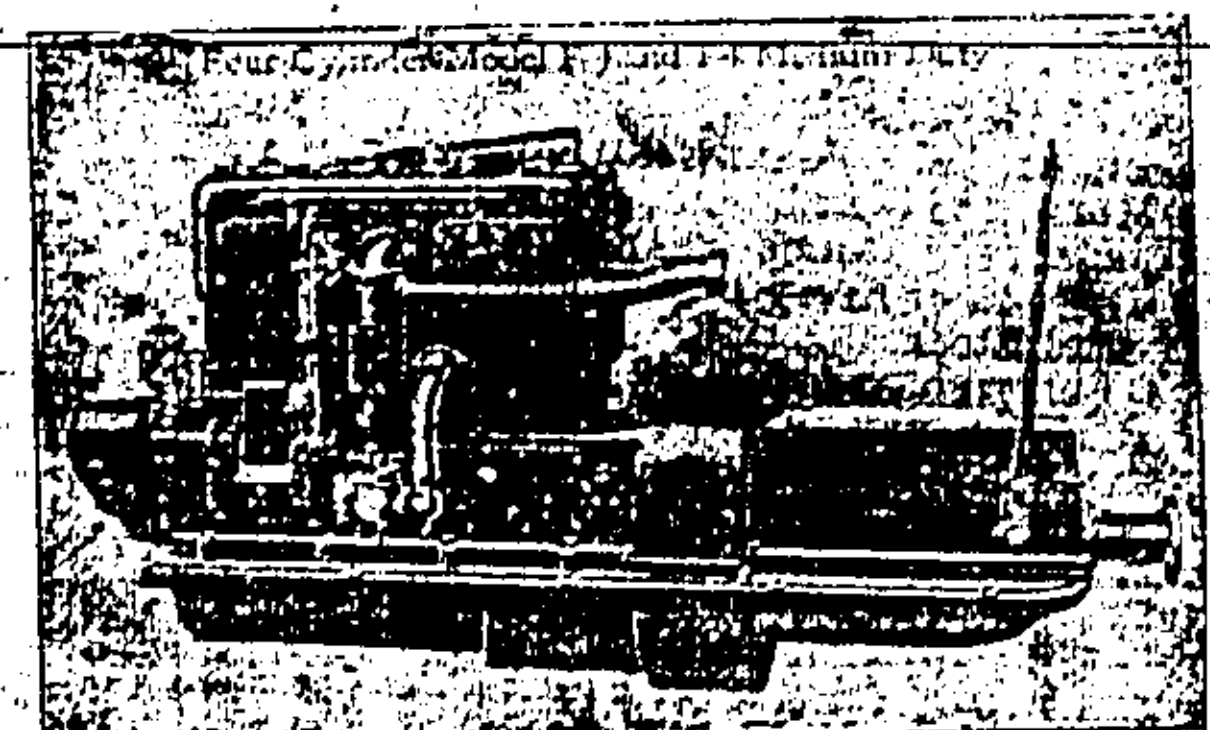
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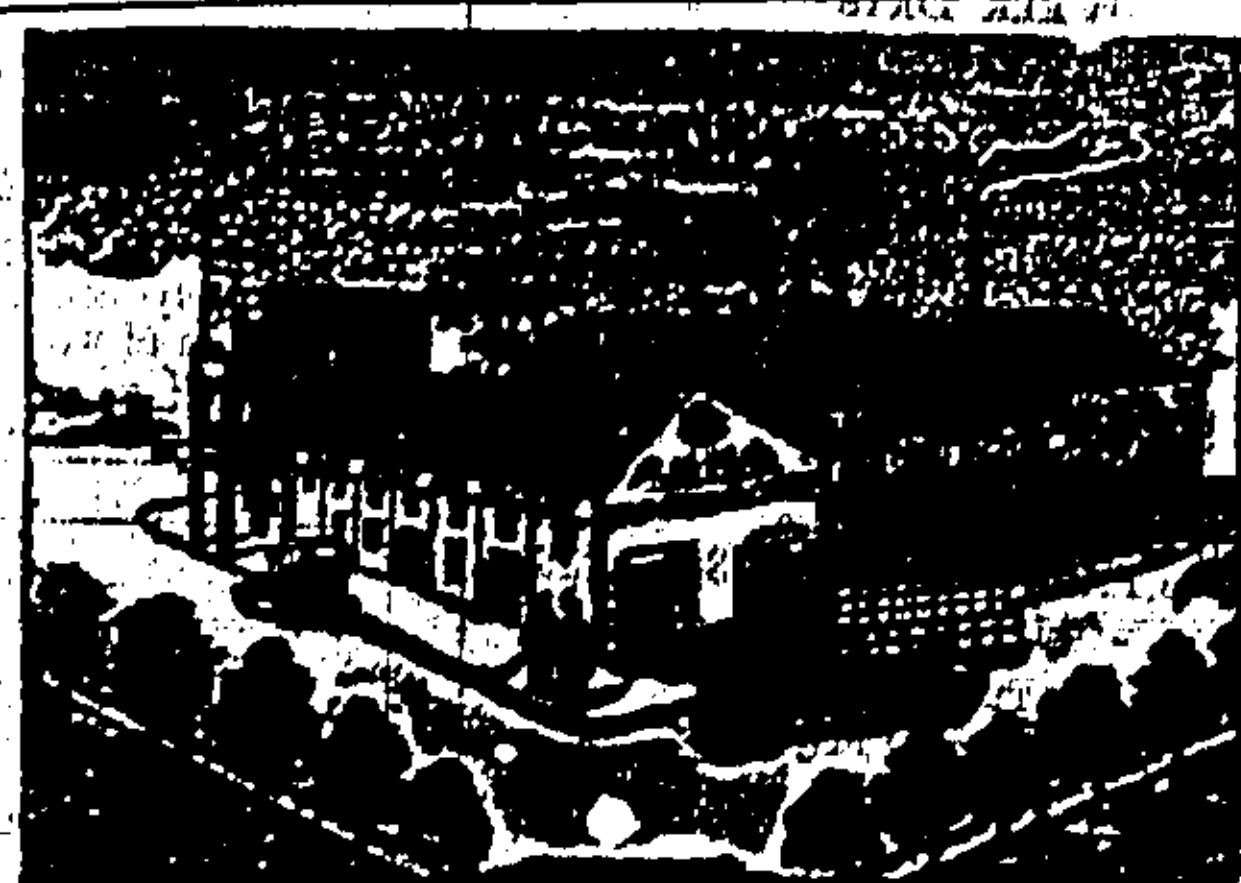
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WOMEN IN HONGKONG.

July 6th.
In these days it is impossible to announce with any confidence any movement dependent upon ships; and yet people never learn. They look by a certain steamer scheduled to leave by a certain date, and then they let their houses, and pack everything away. The day dawned, the new tenants was to come in and the fitting tenant says, "Give me a day's grace; the departure of my ship has been postponed." If the new tenant is not turned out of his house or former residence, he possesses his soul in patience, sometimes for days, sometimes for weeks. If he is turned out, the landlord has to quit and find temporary quarters at prohibitive rates, and all sorts of complications ensue. The giving up of premises should be made subject to the departure of steamers.

Traffic congestion is not, by any means, confined to ships. We have our little discomforts nearer home. Our Peak trams are getting more crowded than ever, for though the rope has not given out yet, it is being conserved, against shipping delays and the delivery of new ropes, and we are on reduced rations regarding transport. The worst of it is that one is continually forgetting about the new time table, and it is quite pathetic to see people rushing, panting, and perspiring to take their places in a twenty-to or a 45-minute past, car and then after they have pulled themselves together, so to speak, they suddenly realize that the car is not going to move for another fifteen minutes. Then again the half-hour cars are so crowded that, unless you get into them at least ten minutes before the starting time, you are quite likely to be left lamenting for another half an hour. What makes the situation particularly trying is the apparent increase of Chinese and Japanese passengers, who often fill the first class accommodation to the exclusion of Peak residents. One does feel that while the service is so limited, regular customers might be given preference over casual visitors, for after all the tram is their one connecting link with business and the big world below.

Talking of the world below, two ladies, who were travelling to Kennedy Road, took possession of two seats in the tram on the other day, thus excluding two Peak residents who had to wait half an hour for the next car. This is where the maximum fare should be charged and the minimum should be to the May Road level. Kennedy and Bowen Roads might easily be served by chairs, while the tram service is reduced. What a pity that people cannot try to make things easier for each other without waiting for legislation or orders.

What with typhoons and empty harbours, not to mention postponed picnics during the week-end, and on bank holiday, we have had quite a trying week. Newcomers worked themselves up in a pretty state of excitement and old residents furnished up all their best typhoon stories, till any ordinary typhoon would have seemed a mild experience compared with what one had been told. However, there was no need for the anti-climax. Like 99 typhoons out of every 100, this one did not materialize, but the aftermath or backwash or removal of the atmospheric pressure, came with the usual series of rainy, gusty showers and life was not worth living. Moisture and mould flourished on the Peak, and on the levels below the Peak; and we all compared the various types of moss we had been able to cultivate on our various household gods. Each particular article and each particular material seems to favour a different-coloured fungus, with a distinctive and always unpleasant smell. I could almost classify and catalogue the various odours. There is the smell of damp books, the smell of damp leather carpets and curtains has an odour all its own; and as for cupboards, they make you think of vaults and mummies. One's bedding and pillows are like stale and putrid straw. No wonder people want to discuss dreams at breakfast, a practice that should be discouraged. The saddest smell of all is that of one's best go-to-Government-House garden party frock, when it falls to pieces on the very day you want to wear it, and when you think of buying a new one you realize that prices are soaring, although the value of the dollar has fallen. We used to wonder, why local tradesmen did not lower their prices, when the overseas purchasing power of the dollar was so high. We were given lucid explanations. "Now prices are rising automatically. The other day I asked the price of a kimono in a European shop. The question was 'double what it was last year.' But why?" I asked.

(Continued at foot of next column.)

THE HONGKONG WAR MEMORIAL.

MAY BE ERECTED NEXT YEAR.

The expedition with which the Hongkong War Memorial Committee are fulfilling the duty set them over a year ago makes it likely that a start will be made with the erection of the "simple monument" estimated to cost \$300,000 some time next year.

It will be remembered that at a meeting of the General War Memorial Committee held a little time ago it was decided to erect a monument on the "finest site," of simple and appropriate design, the permission of the Government having been obtained for the use of the ground for that purpose. Since that decision was made, work has been going on unostentatiously. A committee of three Messrs. A. E. Wright and H. P. Winklow and Lieut-Col. Bird, was appointed to draw up such technical details—cost of materials, views from different angles in the vicinity, depth of piling, etc.—required to enable an architect to make a design. As soon as these details are ready, which will be about a fortnight hence, they will be sent Home to the British Society of Architects with the request that that society arrange for a competition, with substantial prizes, among architects, so that a choice may be made of the best designs. The competition will be open to all British architects, and it is the wish of the local Committee that the Society shall choose six designs, five of the best from Home competitors, and the other one from a Hongkong architect. These six designs having been forwarded to Hongkong, it is intended to ask the residents of the Colony to select the best. Although the bulk of the material to be used on the memorial will be Hongkong granite, it is probable that the structure will be a very elaborate affair, with metal and marble facings. As the "finest site" is land reclaimed from the sea, it will be necessary to put in at least 50 feet of piling before the foundation is laid.

THE WAR TROPHIES.
The trophies gifted to the Colony, which arrived several months ago, are in the charge of the Ordnance Dept. at Kowloon. We understand it is likely the heavy gun and the ten machine guns will be placed on exhibition on the "finest site," until the ground is required for the monument. The other trophies—20 German helmets, 4 muskets, 1 signal thrower, 4 wire cutters and 4 trench mortars—will be placed either in the Museum at the City Hall or in the Volunteer Headquarters. When the monument is erected, the heavy guns and the machine guns may be moved to a site near Queen Victoria Statue.

"REUNION DAY" IN DENMARK.
THE SOVEREIGNTY OF SLESVIG TRANSFERRED.

The Consul for Denmark in Hongkong is in receipt of the following communication from the Foreign Minister at Copenhagen:
Treaty between Denmark and Allied Powers by which Sovereignty of Slesvig has been transferred to Denmark has been signed at Paris. His Majesty the King of Denmark will sign law concerning incorporation on the 8th instant. This day being celebrated as 'Reunion Day.'

A NEW EXCHANGE AT SHANGHAI.

The inauguration ceremony of the Stock and Produce Exchange, Shanghai, Ltd., took place last week at No. 33, Suzhou Road, corner of Avenue Edward VII.
There was a reception to local officials, merchants, bankers, pressmen, and friends. The exchange has a capital of \$5,000,000, of which one-fourth has been paid up. More than 70 Hongkongers are interested in the new company which expects to deal in the near future in piece goods, gold and silver bullion, bristles, furs, hides, etc. (For the present, however, the new exchange will devote its activities to cotton, yarn, provisions, and shares.) There will be four departments: general administration, accounting, clearance and market affairs.

"Well, you see, we must put the price up now, because the dollar is worth so little."

"See saw, Margery Daw. The public has still the old Master. The dollar may fall or the dollar may soar. But our money goes faster and faster."

I was interested to hear that Lady Stubbs had been entertained by the Chinese Y.W.C.A. The energetic secretary, Miss Elliot, did the introducing, and Mrs. Hickling and Mrs. McPherson, who have devoted time and labour to instructive classes, were present. The organization can certainly claim to have justified its existence, and the ladies have been amply rewarded for their efforts. Mrs. Hickling has as many as forty members in her Home Nursing Classes, all of whom are most regular in their attendance, and most responsive to instruction. The examinations are regarded with a certain amount of alarm, so that only fifteen candidates will present themselves in the competition for diplomas. Mrs. McPherson's art classes, too, are well attended and there are continued requests for an enlargement of the curriculum. New premises and more funds are wanted. This is a good opportunity for rich Chinese residents of Hongkong to show their generosity on behalf of their own people in a practical manner and in a scheme which should do much to open up a common interest between the women of the two great races living in this Colony.

THE SCHEDULE.

"IN THE OLD DAYS."
BEFORE HONGKONG BECAME A BRITISH COLONY.

LEAVES FROM AN OLD JOURNAL.

An old journal, commenced in October, 1839, by an English resident at Canton, has been kindly entrusted to us, by a descendant of the writer, with permission to reproduce from it such extracts as may be of general interest. Some of our readers will be already acquainted with many of the episodes recorded, but the personal touches in the journal will possibly lend to them a new interest; while by those who are unacquainted with the history of the pioneer days of the foreign trader in Canton, these leaves from a journal kept at the time can hardly fail to be of absorbing interest.

October 10th, 1839.
After seven weeks' close imprisonment and the surrender of the 20,233 chests of opium, of the value of about two and a half million sterling handed over by Capt. Elliot, the Superintendent of British Trade in China, to Liu the Imperial Commissioner appointed by the Emperor for the suppression of the traffic in this famous drug, the whole community of British Merchants left Canton the last week of May, having sold off the greater portion of their goods and loaded the ships then at Whampoa, and arrived at Macao, a Portuguese Settlement at the mouth of Canton River, there if possible quietly to remain until such time as the British Government could interfere to redress their grievances, demand compensation for the property unjustly confiscated and to place the legal trade on an honourable, safe and permanent footing. They left Canton not because Elliot had solemnly enjoined them to do so, but because they could only have remained by subservient to Bonds which compromised the lives and endangered the property of innocent men. There was none of the usual flowery and non-sensical verbiage used in the bond demanded. "All you Foreigners of every Nation should you come to the territory of the Celestial Court, be you people of any country whatsoever, so often as opium is brought in all cases in accordance with the new law the parties (Agent, Captain, Officers and Crew) shall be capitally executed and the property entirely confiscated. Say not that you were not warned." Capt. Elliot makes the following just and clear remarks on the nature and effects of such a bond: "By this law the ships and crews of all nations henceforward arriving in China are liable to the penalties of confiscation and death upon the determination of this Government that they have introduced opium. It places in point of fact the lives liberty and property of the whole Foreign Community here at the mercy of any reckless foreigners outside, and more immediately at the disposal of the Hong Merchants. The bare accusation of the merchant, even would be deemed by this despotic Government sufficient warrant to carry this outrageous law into effect, and how was it possible for us to remain in Canton after signing such a document? I will give the following instance of the justice which a foreigner has to look for from this Government in the event of an accusation of contraband dealing being lodged against him: In December last some Chinese coolies were detected carrying opium into the Foreign factories in dollar boxes. They were immediately seized and put to the torture to divulge the name of the party from whom the opium was received. In the pains of the moment they gave the name of the Captain of an American ship, then by chance at Whampoa, that he was perfectly free from any participation in the matter, yet he was ordered away with his ship half laden and the poor Hong Merchant who was unfortunately security for a ship which he never saw or had any control over, was subjected to a heavy fine and humiliating punishment for a month. These were inflicted because a coolie in the torture of the moment gave, as was natural, the first foreign name that came uppermost. Another instance of an injustice is in the banishment of the British Merchants from China for ever, under the plea of being more deeply implicated in the importation of opium than others, when it is notorious to all that not a few of those named by the Commissioner had never been engaged in any contraband transactions whatsoever. There cannot be a doubt therefore that the new law would have been carried into execution in the same spirit of recklessness and intolerable injustice, the innocent would have been involved with the guilty and the lives and property of the most honourable and unoffending would have been at the mercy of any wretched informer or personal enemy without the possibility of a fair trial or the interference of our own Government. We have not therefore abandoned Canton at the Superintendent's advice but by the intolerable demands of the Chinese themselves, and it is well-known that as much opium as the Commissioner has destroyed only waits for an opening which will soon present itself to be thrown into China at the cannon's mouth. In what a position would we have been in Canton—however disconnected—when these proceedings were being carried on on this coast by our own Government? We should inevitably have been held responsible with our lives and property for these transgressions of the new law."

I think the foregoing shows how impossible it was for us to remain in Canton after Elliot's departure, and the new law was to come into effect, and with this Preface, I commence a regular journal of the occurrences of interest which took place after our arrival at Macao on the 1st June, 1839, as nearly as I can recollect them, and with the assistance of a few copies of private letters which I have written to parties at a distance generally on the spur of the moment, and when the particular matter to which they referred was fresh in my memory, and my indignation at its height.

The first event of much importance which occurred after our arrival at Macao was a riot between some English sailors at Hongkong and the natives of a village in that neighbourhood. It appears that the men were on liberty and going to the village to demand Sham Shu (spirits) which, when obtained, of course, had the usual effect, and in the riot that ensued a Chinaman lost his life from an accidental blow on the head. The matter proceeded to Hongkong and for a time hushed up the matter by paying some 2,000 dollars to the immediate friends of the person killed and a portion to the Mandarins to keep the thing quiet. This he paid out of his own pocket and though done with the best motives in the world and for the sake of preserving peace in the fleet, was a great error, as was afterwards accused by the Commissioner of attempting to hush up murder and screen from punishment the guilty person. He, however, did not succeed in his object, for the Commissioner and Governor instantly addressed a furious edict to Elliot and the community generally demanding the surrender, either of the guilty man himself or some one in his place to be forthwith executed as a sacrifice for the unfortunate Chinaman. This, of course, was impossible even if the individual who struck the blow could have been identified, and then commenced the persecution which has pressed so cruelly and unjustly on the whole British Community for the last two months. It was evident from the determination with which the Commissioner began his operations that our, till then, peaceful residence at Macao was to be interrupted, and that we were again to be subjected to a series of degradations, similar to those which we had already endured for more than two months in Canton. The manner in which the Commissioner proceeded, with his servants and the stoppage of provisions, with thundering edicts addressed to ourselves, and also to the Portuguese, desiring from us a man and requiring (in the event of refusal) from the Portuguese the entire withdrawal of their protection, and ordering them, on pain of death, to refuse us all assistance of food, water, etc., etc. This is the magnanimous method which a nation calling itself "Heavenly," the "Centre of the Universe," etc., adopts towards a handful of defenceless Foreign Merchants to force them into committing a murder by the surrender of an innocent fellow creature to death for a homicide occasioned by a person or persons unknown.

Elliot had a regular jury Court at Hongkong and six of the rioters were formally tried for the offence and acquitted. Nothing further could possibly be done, and of this the Commissioner was fully informed and the Officers of the Chinese Government requested to attend the trial, which they declined to do however.

About the 20th. of August matters assumed so threatening an aspect that many parties began to prepare for their removal to the fleet of merchant men lying at Hongkong, about 30 miles from Macao, and most of the English ladies and children left late in the afternoon. The British Community, was called by Capt. Elliot to take into consideration the best means to be adopted in the present state of affairs and to plan measures for the protection of life and property, both of which appeared to be in danger. At the meeting a Committee of five persons were appointed, of which I was an unworthy member, to lay before the Community the best plan which they could suggest for the general safety in the present difficult time. This was done by dividing the residences of the people into different districts, to surround 14 large boats with their crews from the shipping to be in readiness day and night to convey the people away, and to anchor off the Harbour armed schooners to prevent any attack from the water. We applied to the Portuguese Governor for assistance in the event of our being attacked by the Chinese, but although he promised every aid in his power, he at the time confessed that he could do but little for us, and would involve the inhabitants (about 3,000 poor Portuguese) in our quarrel and bring down upon them the vengeance of the Chinese. This was so far true, and it was evident that the moment the Commissioner turned his attention to the Portuguese, and molested them in order to constrain us, we must quit the place at once. For the few days that followed the meeting everything remained to all appearances quiet, although the respectable Chinese inhabitants were daily leaving the place and a number of troops and police were quietly taking possession, until the 27th; when from the best accounts it was computed that from 8,000 to 10,000 men were in Macao and the immediate vicinity prepared to act against about 250 merchants. The Portuguese, too, were beginning to suffer, their supplies were stopped and the most threatening edicts issued against them if they refused to assist in driving us out. The Commissioner seemed to entertain doubts whether even with his 10,000 Celestial troops, all descended from the stars, and some of them Sons of the Moon, he could succeed unassisted in forcing us either into terms of compliance with his demands—or from the place at once. For this was not long a matter of uncertainty, however, and the wily Commissioner, in accordance with Chinese practice, adopted the safest and surest method of driving us forth by commencing a system of arrogance and persecution against the Portuguese inhabitants who are entirely dependent for their daily supplies of food upon their Chinese neighbours. These were stopped, and we had then no alternative, having no means of resistance, not in our smallest vessel of war, but to take ourselves to our ships, and the whole community embarked in the afternoon of the 27th—August—into schooners, brigs, cutters, and every description of craft procurable, the total number of British subjects including ladies and children, together with Parsees, being about 300. Our party consisting of 4 of pure and West and 3 others embarked on board of our own schooner, the Pearl, having two small cabins in which 18 of us were stowed away for 6 days—hot weather—torrents of rain—sickness—and short of provisions.

The day after our arrival at Hongkong, the Charles Grant to our consignment arrived and being a 1,400 ton ship we took quarters on board of her where we have been living ever since.

(To be continued.)

LANE, CRAWFORD & CO.

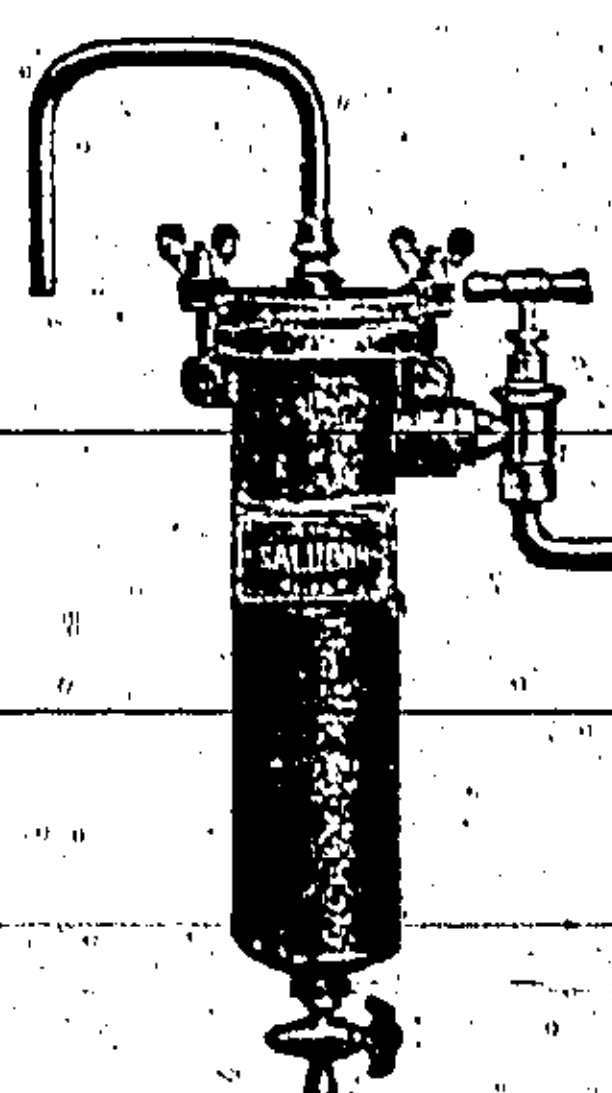
ESTABLISHED 1850. SOLE AGENTS FOR HONGKONG. MAPPIN AND WEBB. TELEPHONE 1741.

HARDWARE DEPARTMENT

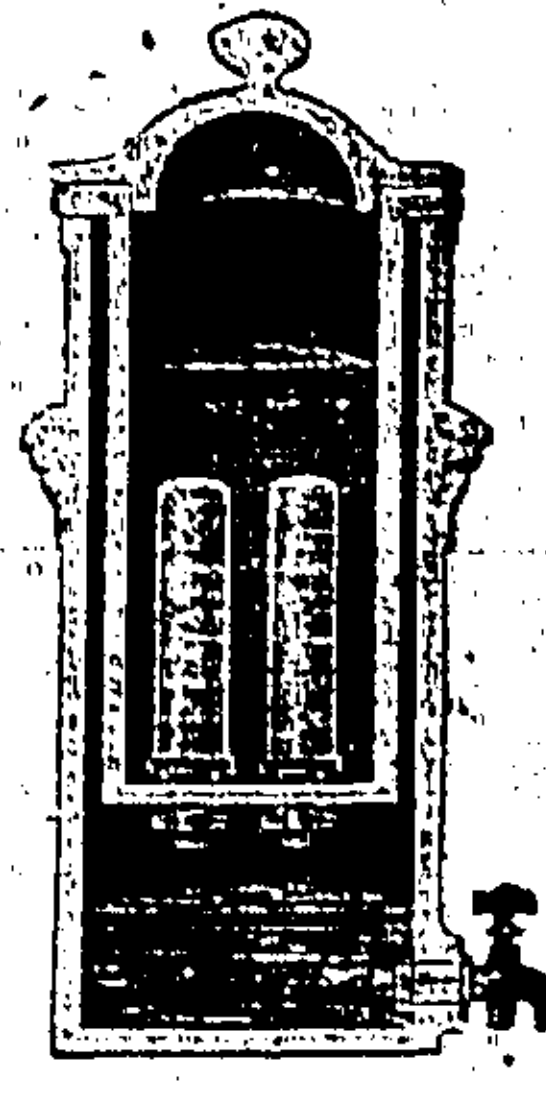
EVERYTHING FOR THE HOUSE.

CHEAVINS' BRITISH MADE FILTERS

THE MOST SATISFACTORY FILTERS ON THE MARKET SYSTEM YET INTRODUCED BEING GERM PROOF EASILY CLEANED & STERILIZED.



FILTER



CYLINDERS

TO FIT ANY MAKE OF HIGH PRESSURE AND DRIP FILTERS.



"WHITE MOUNTAIN" ICE CREAM FREEZERS STOCKED IN 10 SIZES MAKES DELICIOUS ICE CREAM IN THREE MINUTES.

LANE, CRAWFORD & CO.

JUST RECEIVED FROM DOBBIE MCINNES, LTD. A LARGE CONSIGNMENT OF COMPASSES SOUNDING MACHINES, CHRONOMETERS, CLOCKS, ANEROIDS, SEXTANTS, TELESCOPES, TELEGRAPHS, ETC. ENGINE INDICATORS & SPARES. SOLE AGENTS: LANE, CRAWFORD & CO., HONGKONG.

COLUMBIA RECORDS
A2895 VENETIAN MOON FOX TROT KENTUCKY SERENADERS
A2896 BO-LA-BU SWEETMAN'S ORIG. JAZZ BAND
A2897 OH! YOU LAILA! ONE STEP
A2898 BLAME IT ON THE BLUES FOX TROT PRINCE'S BAND
A2899 THERE'S A SPARK OF LOVE ONE STEP
A2894 BLAZE AWAY TWO STEP
COLLEGE LIFE
The Anderson Music Co., Ltd., 16, Des Voeux Road. Tel. 1322.

Wm Powell Ltd. TELEPHONE 346
NO MORE "CLIMBING SHIRTS"
EVER HAD ONE OF THOSE CLIMBING SHIRTS—THE KIND THAT CREEPS UP AN INCH OR TWO AT THE WAIST WITH EVERY MOVE YOU MAKE?
"CLIMBING SHIRT" IS CAUSED BY A BELT THAT PRESSES TOO CLOSELY ALL THE WAY ROUND—YOU'VE SHIRT HASN'T A CHANCE TO SLIP BACK WHERE IT BELONGS.
TO OVERCOME THIS USE ONE OF OUR "LIVE" LEATHER BELTS.
GENT'S OUTFITTING SECTION.

NEW ADVERTISEMENTS

HONGKONG UNIVERSITY.

TENDERS are invited for the immediate construction of **TWO CONCRETE TENNIS COURTS** in the University. Specifications on application.

N. TRENDLE MACKINTOSH,
Registrar.
Hongkong, July 7th, 1920. [1167]

WANTED.

MIDDLE-aged Marine Officer stationed in Hongkong (19) beginning next year wants to meet Young lady who will touch him in return for entertainments, dinners, dancing in return for entertainments, etc. motor car, bathing, etc. etc. Address communication with photograph to Box 8345.

Care of "Daily Press" Office. [1168]

WANTED.

SUB EDITOR for paper in North China. One with previous experience of illustration work preferred. Apply in the first instance to Box No. 1171, care of "Daily Press" Office, giving particulars of experience, and copies of testimonials. [1171]

REPULSE BAY HOTEL

SATURDAY, JULY 10th:
TEA DANCING FROM 4 TO 7 P.M.
DINNER DANCE FROM 8 P.M.

SUNDAY, JULY 11th:
ORCHESTRAL CONCERTS DURING
Tiffin and Afternoon. [1210]

NOTICE TO CONSIGNEES.

The Steamship "PLISSA"
FROM TRIESTE, VENICE, ADEN,
COLOMBO, PENANG & SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and from the wharves delivery may be obtained.

Original bills of lading will be forwarded unless notice to the contrary be given before July 8th.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after July 15th, will be subject to sale.

All claims against the steamer must be presented to the Underwriter on or before July 24th, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on July 15th at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, July 7th, 1920. [1169]

NOTICE TO CONSIGNEES.

S.S. "WEST CALERA" VOY OUT.
FROM SAN FRANCISCO via SHANGHAI.

The above mentioned vessel having arrived from the above-mentioned port, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignee's risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Inland Customs and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed, and damaged goods are to be left in the Godowns where they will be examined on July 15th at 10 A.M.

All claims must be presented within a week of the steamer's arrival hereafter, which they cannot be recognized. No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after July 15th, will be subject to sale.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,
As Operators, U.S. Shipping Board.
Hongkong, July 7th, 1920. [1170]

PUBLIC AUCTION

By Order of the Mortgagees.

MESSERS. LAMBERT BROTHERS have received instructions to sell by Public Auction.

on **FRIDAY,**
the 23rd day of July, 1920, at 3 P.M. at their Sales Rooms, Duddell Street, Victoria, Hongkong.

The following **VALUABLE LEASEHOLD PROPERTY** situate at Victoria in the Colony of Hongkong.

ALL THAT piece or parcel of ground situate at Victoria aforesaid registered in the Land Office as **SECTION 5 of INLAND LOT No. 425** together with the mortgage erected thereon known as No. 5, West Terrace Victoria, aforesaid. Term 99 years from 24th May, 1855, and created by a Crown Lease of the said Lot dated 17th April, 1855. Annual Crown rent \$8.40. Area 2965 square feet.

For further particulars and conditions of sale apply to

JOHNSON, STOKES & MASTER,
Principals Building, Ice House Street, Hongkong.

Solicitors for the Mortgagees, or to **MESSERS. LAMBERT BROTHERS,**
The Auctioneers, The Auctioneers, Hongkong, July 5th, 1920. [1162]

FOR SALE.

No. 1, STEWART TERRACE, 87, The Peak.
Apply to **HUMPHREYS ESTATE & FINANCE CO., LTD.,**
Alexandra Buildings. [1163]

INTIMATIONS

NOTICE.

THE Interest and Responsibility of Mr. HERBERT WILLIAM LOOKER in our Firm ceased on the 30th June, 1920.

DEACON, LOOKER, DEACON & HARSTON.
Hongkong, July 1st, 1920. [1133]

NOTICE.

WE have admitted Mr. WILLIAM EDWARD LEONARD SHENTON a Partner in our Firm as from To-day.

DEACON, LOOKER, DEACON & HARSTON.
Hongkong, July 1st, 1920. [1134]

NOTICE.

WE are vacating our present premises on JULY 31st, and removing temporarily to No. 19, ICE HOUSE STREET (next to Mei Cheong, photographer). In order to avoid as much as possible the repacking for removal of the stocks at present displayed, we are offering for a few weeks only Smoking Requisites, Cigars and Egyptian Cigarettes, Virginia Cigarettes and Tobacco at reductions of 15 per cent., 10 per cent. and 5 per cent. respectively.

TABAGUERIA FILIPINA.
10, Des Vaux Road, Central.
Telephone 3559.
Hongkong, July 2nd, 1920. [1143]

UNION INSURANCE SOCIETY OF CANTON LIMITED.

THE CERTIFICATE No. 1571 for one silver share No. 45 now converted into 5 gold shares in this Society standing in the name of Messrs. D. W. BULL & CO. of London has been LOST, and if at the expiration of one month from the date hereof the above document is not forthcoming the said certificate will be deemed cancelled and of no effect, and a replacement for the 5 gold shares will be issued in its stead by the Society.

PAUL LAUDER,
for General Manager.
Hongkong, June 10th, 1920. [1050]

WANTED.

A Passenger "SCREW" STEAMER to average 400 to 500 tons, speed 14/15 knots, to draw not more than 8 feet, as much beam as possible. At Lloyd's, delivery Manila or Davao, drawings and price to be submitted to—

HOSKYN & CO.,
Davao, P.I. [1117]

WANTED.

OFFICE Wanted: central; permanent; occupation September 1st, or later. Moderate rental.

Box 1160, Reply—
Care of "Daily Press" Office. [1160]

WANTED.

TWO COPIES, ONE INTERNATIONAL CODE SIGNALS. State price.

Box 1161, Reply—
Care of "Daily Press" Office. [1161]

WANTED TO RENT.

FOR one or two months, FURNISHED BUNGALOW or SMALL HOUSE, Peak district.

Box No. 1163, Reply to—
Care of "Daily Press" Office. [1163]

TO LET.

CORRUGATED IRON GODOWN at Yau-mat.

Apply to—
THE HONGKONG LAND RECLAMATION CO., LTD. [1040]

TO LET OR FOR SALE.

GLENSHIEL No. 141, The Peak, near Barker Road Tram Station.

Apply to—
LINSTEAD & DAVIS,
Alexandra Buildings. [1139]

FOR SALE.

BY Peak Resident, BOOMY PERAM BULLATOR, in first class condition.

Price \$75.00. Box 1153, Apply—
Care of "Daily Press" Office. [1153]

FOR SALE.

NEW and COMPLETE PLANT including Whiskey Table for crushing and containing Ore. Just arrived.

For particulars apply—
CARVALHO & COMPANY,
Machinery Department. [1096]

FOR SALE.

MARINE ENGINE AND BOILER.

ENGINE. Compound, surface Condensing type. Cylinders 12" and 24" diameter. 18" Stroke.

Fittings nearly complete. **BOILER.** Horizontal, cylindrical, return tube type. Constructed to Board of Trade requirements. Diameter 10' 3". Length 8' 8". 2 Plain furnaces, 6' 8" long, 2' 11" inside diameter, 3' 0" outside diameter.

Working pressure 120 lbs. per sq. inch. Fittings nearly complete. Delivery in Singapore. Offers wanted. Parties interested please apply—
Box No. 1154, Reply to—
Care of "Daily Press" Office. [1154]

PREPAID "WANTED" ADVERTISEMENTS.

ON and after this date advertisements of the "Wanted" variety will be inserted under a special heading in the "Hongkong Daily Press" at a charge of

\$1.00 FOR THREE INSERTIONS if they do not exceed 25 words in number, and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Those who prefer their advertisements of this description to be displayed in one inch space, as hitherto, must give instructions accordingly and will be charged at the old rates.

Letters are lying at this Office for

Boxes P. Q. R. S.

POSITION WANTED as TRAVELLING SALESMAN, long experience (13 years) and influential connections (Commercial and Official) in interior South China. Speaks Cantonese fluently. Satisfactory references. Will accept indoor post as commercial assistant or adviser, or supervising Chinese. Apply Box S, "Daily Press" Office. [125]

WANTED—OFFICE ROOMS, immediate possession. Reply to Box T, "Daily Press" Office. [126]

WANTED four or five Roomed FURNISHED HOUSE at the PEAK for one year from 1st November. Reply to Lieut. Colonel TAYLOR, 53, The Peak. [128]

TO LET. For a few weeks FURNISHED FLAT on High Level. Reply to Box V, "Daily Press" Office. [129]

FOR SALE. Gentleman retiring from business through old age, wishes to sell his GOODWILL, no liabilities. Reply to Box U, "Daily Press" Office. [127]

FOR SALE. BUNGALOW at Magazine Camp for further particulars Apply Box R, "Daily Press" Office. [124]

VICTORIA RECREATION CLUB.

THE SWIMMING POND IS OPEN TO LADIES on the following days:—

Mondays, 11 a.m. to 1 p.m., 2 p.m. to 4 p.m.
Wednesdays, 6 a.m. to 8 a.m., 2 p.m. to 4 p.m.
Fridays, 11 a.m. to 1 p.m., 2 p.m. to 4 p.m.
Dressing Rooms and Fresh Water Shower provided.

It is the special wish of the Bath House Sub-Committee that the elder ladies will take an interest in the young girls.

R. R. B. MITCHELL,
Hon. Sec. [1165]

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on July 1st, 1920, will be made on presentation of Coupon No. 16 at any of the undermentioned banks, viz.:

HONGKONG AND SHANGHAI BANKING CORPORATION.
CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
RENTA-SANTO BANK.

BANQUE DE L'INDO-CHINE.
YOKOHAMA SPECIE BANK, LTD.
BANQUE BRISSE FOUR.

At Tientsin and Shanghai only. The Interest, less Income Tax at 6% in the £ will be—

On £20 DEBENTURES: s. d.
Per Coupon (Gross) 12. 0.
Less Tax at 6% in the £ 3. 7 1/2

Net amount payable £8. 4 1/2

On £100 DEBENTURES: s. d.
Per Coupon (Gross) 43. 0. 0.
Less Tax at 6% in the £ 10. 18. 0

Net amount payable £32. 2. 0

On £500 DEBENTURES: s. d.
Per Coupon (Gross) £15. 0. 0.
Less Tax at 6% in the £ 4. 10. 0

Net amount payable £10. 10. 0

Payment will be made in Tientsin at the Demand Baring's rate of exchange of the day the Coupon is presented.

By Order,
THE KAILAN MINING ADMINISTRATION,
P. C. YOUNG,
Acting General Manager. [1140]

PALACE HOTEL, KOWLOON.
Corner of Haiphong & Hankow Roads.
Tel. K. 2.

TWO Minutes from Ferry and Railway station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Quins under personal supervision of the Proprietor.
BAR AND BILLIARD ROOMS.
TERMS MODERATE.
Special Arrangement for Families on Application to—
J. H. OXHERRY,
Proprietor. [77]

INTIMATION

AUSTRALIAN

LIGHT ALE

shipped by the

CASTLEMAINE

BREWERY

Newcastle, N.S.W.

Per Case 4 dozen quarts...\$18.50

Per dozen quarts...\$4.75

including duty.

AGENTS:

A. S. WATSON &

CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TELEPHONE 618.

BIRTHS.

ROSENFIELD.—At San Francisco, on June 29th, to Mr. and Mrs. JULIUS ROSENFIELD (Shanghai), a daughter.

WESTBROOK.—At Sandgate, England, on June 25th, to Mr. and Mrs. E. J. WESTBROOK (of Shanghai), a son.

MARRIAGES.

QUICK.—Heal.—At Shanghai, on July 1st, GEORGE VERNON QUICK, to DOROTHY TILLIE HEAL.

SIM—FRASER.—At Shanghai, on June 30th, WILLIAM ROWLAND SIM, of Southsea, to CRISTINA FRASER, of Nairn, Scotland.

DEATHS.

KLIENE.—At Shanghai, on June 30th, AMY, relict of A. KLIENE, Chinese Customs service. Aged 74 years.

MAGAIR.—At Shanghai, FABIEN MAGAIR, of Bangunbon, Leyte Province, Philippine Islands, aged 78.

HONGKONG OFFICE: 10A, DES VAUX RD., U LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 8th, 1920.

THE NEW CHINESE WOMAN.

It was recently stated that 227 Chinese students, including five girls, sailed for France from Hongkong on the S.S. *Portchar*.

In the old educational system of China the women of the country had no recognised place. Since 1841, Mission Schools for girls have existed, but they have not been very numerous. It was not until 1897 that the first modern school for girls under Chinese auspices was opened.

Shanghai was, in that matter, the pioneer. However, some progress has been made, and in Hongkong the Church Missionary Society has attempted to supply a suitable education for the daughters of those Chinese who can afford to pay for it.

According to the Chinese Students' Alliance there are 128 Chinese young ladies studying in the United States. We have no statistics to guide us as to the number in Europe or Japan, but, in proportion to the young men, the numbers must be few.

Nobody, however, can doubt that, among the many changes that are coming to China, one of the greatest will be a change in the position of women. To-day both in Shanghai and Hongkong we see Chinese young ladies visiting the theatres and the picture houses; some of them wear European clothes and subscribe to the

fashion papers published in England and America. In themselves these signs of change are not without significance. Yet the greatest contrast between China and Europe is the outlook of the men upon the position of women. It is not generally remembered that the Crucifixion was two hundred and eighty years old before Christianity was tolerated in the Roman Empire. Nor is it generally remembered that before the doctrines of the Founder of Christianity had been widely accepted in Europe, there was the old Teutonic respect for woman which was such a splendid feature of the life of the tribes that finally conquered decadent Rome.

That great respect, together with the humanising influence of Christianity, brought about monogamy in civilised Europe and its colonies. In the eyes of Western nations, polygamy, in any shape or form, is condemned. It cannot even be defended, as an institution, on any argument which emits sentiment in its reasoning. For all practical purposes there are, each year, in any country almost an equal number of boys and girls born, although it is curious that the physiologists cannot give us any clue as to why there is this striking regularity in the proportion of the sexes.

Is it not known, for instance, to scientific men why, in one country there should not be born five girls for every boy, or in another three boys for every girl? All that we do know is that Nature seems to arrange that there is practical equality in the proportion of the sexes at birth. In which case it is obvious that if polygamy is accepted as an institution there must be a violation of what seems to us of the West as another law of Nature. Under any system of polygamy it follows that the wealthier—not necessarily the more intellectual, or even the most physically fit—members of the community become the fathers of the new generation. In China wives are, by law and custom, in the power of their husbands to an extent which would lead us to expect deplorable results; but, curiously enough, the evils to women which might be expected from the system are greatly mitigated, or even nullified, entirely, by the almost unlimited power which both public opinion and law gives to mothers over their sons of almost any age or any rank. There is another force at work which, to some extent, makes polygamy in China different to that practised in, let us say, Turkey. The natural desire of every one for posterity to perform the rites at ancestral tombs leads to early marriages; although it also leads to the custom of "second" or "small" wives as they are called. Casual wives as they are called. Casual observation, however, goes to show that, in practice, monogamy exists to a very great extent in China. An invariable attendant on polygamy is the jealous separation of the sexes; that prevents that frequent social intercourse which has a refining influence upon both men and women. It cannot be denied that one of the great difficulties of social intercourse between the families of Chinese and Europeans is due to the absence in the former of our own standards of physical refinement. One example that can be cited is the frequent and noisy habit of expectation which is something quite normal to the old-fashioned Chinese, but which no European lady will tolerate. In Europe, where there is no purchase of "second" wives, there is the natural instinct of the man to be regarded as cultured by the opposite sex; indeed in a monogamic and free country, his chances of a happy married life, or even marriage at all, with the absence of what we call "manners." Free education has made even the lower strata of society demand a consideration of such matters. But polygamy and concubinage inevitably involve sale, and thus it becomes possible for the most revolting types of men, if they be not wealthy, to secure even beautiful wives. One of the shrewdest observers of the Chinese wrote that the institutions which he called slavery and secondary wives are "the main causes of whatever misery and vice is peculiar to China, as compared with England." It must be understood that the idea of a nation without these customs is unknown to the great majority of the Chinese of to-day. It would be foolish to expect a sudden abolition of these institutions. The Society would crumble into anarchy. The very exaggerated, perhaps even morbidly unwholesome, weight that the Chinese lay on the idea of filial piety will prove a great bar to the abolition of concubinage.

We know that if a Chinese wife has no husband taking a "second" wife; in some cases she actually helps in the selection. We might remember the story of ABRAHAM, SARAH and HAGAR in the Bible, and realise the relative positions of husbands, wives and "second" wives in China. It is only right to say of the

Chinese that no nation has possessed a sacred literature so entirely exempt from unrefined references as that of China.

The claim has been made that there is not a word in any of the Sacred Books which, when translated literally, could not be read out word for word in any English family circle. In their religious observances there has never been any deification or vicious licentious orgies. And so, with all our friendly criticism of what we think is the weakness of the Chinese system of morality and the great difficulty before the Western-educated Chinese women, we cannot refrain from an expression of admiration for the virtues which a study of Chinese life reveals.

A Chinese has reported to the Police the elopement of his wife with a former lover.

A motor-car in the New Territories collided with a cow. It proved "bad for the cow."

One case (one death) of plague, one case of diphtheria and one case of enteric fever were reported in the Colony on Tuesday.

Mr. E. F. Benson, Commissioner of Agriculture of the State of Washington, and Mrs. Benson are on a short visit to the Colony.

A Chinese was knocked down by a tram-car in Des Vaux Road West on Tuesday and was removed to hospital suffering from severe bruises.

A Chinese gentleman with his death on Tuesday night by falling into a nullah in Kennedy Road. The body has been removed to the mortuary.

The Indian constable who was charged with committing rape on a little Chinese girl was yesterday committed to stand his trial at the next Criminal Sessions.

Canton will soon have modern fire apparatus. At a meeting of representative citizens and officials, it was decided that \$30,000 be appropriated at once by the Canton Fire Protective Association to procure two motor fire engines immediately.

The Peak tram service was interrupted yesterday morning for about three hours by a break-down in the engine-room. As the interruption occurred about 5.30 a.m., people had either to walk or to chair to town. The service was resumed by 11.30.

To-day the 2nd Bn. Duke of Edinburgh's (Wiltshire) Regiment celebrate as Tron's Wood Day. There will be a military parade this morning followed by a service at St. John's Cathedral, and for the evening an entertainment has been organised, to take place at Mount Austin Barracks.

The Water Return for July 1st, received yesterday, shows that the water in storage in the island on that date was 1,717.07 millions of gallons as compared with 1,433.07 millions on the corresponding date last year. At Kowloon the water in storage was 352.50 millions of gallons, as compared with 250.43 millions last year.

The first aerial mail between Kuala Lumpur and Singapore was carried on June 29th. Capt. Carroll, flying the Nighthawk machine which has now been purchased by Mr. C. F. F. Wearne, left the federal capital at 1.30 and landed on the Raffles at Singapore before 3.45, thus doing the journey in less than two hours and a quarter.

The wedding took place at Calcutta on June 16th of two prominent members of the Bandman Comedy Company, Mr. O. Twiss and Miss Violet Blyth Pratt, daughter of Mr. Blyth Pratt, the manager of the Oxford Theatre, London. The register was signed by Mr. Phil Carlton, manager, and Mr. David Keir, the oldest member of the company. Both the bride and bridegroom played in "Sacred and Profane Love" at night.

A young French widow, Mme. Bordele-mann by name, from Shanghai while on a train journey between Nagoya and Yokohama, Japan, lost a hand bag containing ¥500 and \$100 Mexican in cash, a banknote on the Banque Industrielle de Chine for 49,300 francs and \$2,000 and an endorsed cheque for 28,000 francs. A Japanese banker who travelled on the same train lost ¥1,137 in cash and valuable articles, all of which were in a small hand bag.

Sir John Bucknill, Kt., Chief Justice of Singapore leaves the Colony towards the end of September to take up his new position as Puisne Judge in the Patna High Court. Sir John Bucknill, as Chief Judge in the Straits Settlements, receives a salary of £2,000 exclusive of allowances. As Puisne Judge of the Patna High Court, he will receive Rs. 4,000 a month, equal to £4,800 a year. Lady Bucknill, who is now in England, joins Sir John at Colombo on route to Patna.

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

GERMANY'S FINANCES.

FIGURES PRESENTED TO PEACE CONFERENCE.

BERLIN, July 5th.

The financial memorandum presented by Germany to the Peace Conference declares that Germany's pre-war national wealth was 220 milliard gold marks, whereas today, after the loss of the colonies and the maritime marine and other losses, it could not be estimated at more than a hundred milliard gold marks from which foreign debts of between 8 to 10 milliards must be deducted.

The memorandum emphasises that Germany's economic recovery is impossible without financial recovery and asserts that a financial burden of 60 milliards with taxation will mean an yearly impost of 4,400 marks on each household. It points out that in 1913, 81 per cent. of the Prussian taxpayers had an income under 3,000 marks, and concludes by emphasising the necessity of economic liberty and economic collaboration with other peoples.

FOURTH OF JULY.

CELEBRATION IN PARIS.

PARIS, July 5th.

On the occasion of the Fourth of July, the American Ambassador placed a wreath on the grave of Lafayette, and presided at the march past of 20,000 war orphans at the Tuilleries, receiving the American Relief organisations. Marshal Joffre, M. Poincaré and several Ministers were present.

DEMOCRATIC CONVENTION.

FAILURE OF McADOO MOVEMENT.

SAN FRANCISCO, July 5th.

The Democrats adhered to the tradition of not sitting on Sunday. At the final hall on Saturday there was a full "McAdoo movement" but Mr. McAdoo's candidature failed to make much headway. Sunday was devoted to efforts to find some one more acceptable to the whole Convention.

OBITUARY.

LONDON, July 5th.

The death is announced in London from Bright's disease of Surgeon-General Gorgan, the well-known American surgeon.

EARLIER CABLES.

IMPERIAL TIMBER EXHIBITION.

DANGER OF DEPENDENCE ON FOREIGN SOURCES.

LONDON, July 5th.

The British Empire Timber Exhibition was opened in London this afternoon by Prince Arthur of Connaught. A very representative collection of timbers is on show.

The Prince, in a speech, referred briefly to his impending departure for South Africa, where he would do his utmost to foster and encourage afforestation.

He urged that every Dominion required a far sighted policy of forest conservation. The experience of the war had taught how large a part timber played in the equipment and movement of the armies, and the danger of dependence on foreign sources. He pointed out that in 1913, ninety per cent. of the timber came from abroad.

He welcomed the members of the Empire Forestry Conference, which is meeting simultaneously with the Exhibition. The Conference discusses the responsibility of the State for timber production and the question of technical forestry, also the possibility of establishing an Imperial Forestry Bureau.

DISASTER IN AMERICA.

TERIBLE TRAMCAR COLLISION.

BOSTON, July 4th.

Owing to a telegraph pole struck by lightning falling on the track near South Pittston, three tramcars collided, piling up in a heap. It is reported that eighteen were killed and a hundred injured.

ABOLITION OF TEA DUTY.

LABOUR MOTION DEFEATED.

LONDON, July 5th.

In the House of Commons, during the Budget discussion, the Labour motion for the abolition of the tea duty was defeated by 242 votes to 45.

THE SPA CONFERENCE.

GERMANY'S EXPRESSED INTENTIONS.

LONDON, July 5th.

An official communiqué from the Spa Conference states that the Conference opened at eleven this morning at the Frainque Chateau under the presidency of M. Delacroix, the Belgian Premier.

Mr. Lloyd George, Lord Curzon and Sir Worthington Evans represented Britain. The heads of the other Delegations were M. Millerand (France) Signor Sforza (Italy), and Viscount Chiura (Japan). Germany was represented by Herr Fehrenbach, the Chancellor, Herr von Simons, the Foreign Minister, and Dr. Wirth, Minister of Finance.

After the arrangement of the agenda, comprising chiefly the execution of the military, naval and aerial clauses of the Treaty, reparations, the coal supply, and penalties, Herr Fehrenbach, in the name of the German people, expressed his determination to participate loyally in the measures to be taken for the execution of the Peace Treaty.

He announced the approaching arrival of Herr Gessler and General von Seeck, who had been urgently summoned and whose arrival the Conference had decided to await.

It was also decided to summon the Minister of Justice from Berlin to participate in a special meeting on Thursday to discuss penalties.

GERMAN CHANCELLOR AND THE TREATY.

LONDON, July 5th.

At Spa, Herr Fehrenbach, the German Chancellor, in a speech to journalists, declared that Germany was ready loyally to work in the task of the economic reconstruction of the work and in carrying out the Treaty of Versailles within the limits of their possibilities, adding that he emphasised those last words.

He said the Treaty contained stipulations incapable of execution. The limits of Germany's capabilities depended on the following factors:—Firstly, internal tranquillity was essential. Germany still contained a great number of unemployed, which explained the recent disorders. The chief need was to increase production, which hitherto had been insufficient for feeding the people, and the importation of necessary supplies from abroad. When this was achieved, he hoped the economic renaissance of Germany would enable them to meet the financial obligations arising from the taxes which had been created and enable them to assume in some measure the reparation charges. He was very satisfied at the opportunity to discuss face to face with the Allies the economic capacity of Germany in connection with reparation.

"We are ready frankly to show our books to the Allies and to submit documents which have not been specially prepared for the occasion."

BELGIUM DETERMINED.

LONDON, July 5th.

The Spa Conference agenda has been prepared in the following order:—Disarmament, reparation, war criminals.

Herr Fehrenbach declared that Germans met the Allies on a basis of absolute and loyal acceptance by Germany of the Treaty of Versailles.

The Conference has adjourned until Tuesday afternoon, awaiting the arrival of the German Minister of Defence.

According to a Brussels message, the Belgian Minister of the Interior, interviewed, said there was one point on which the Government would never compromise, namely, their priority for the first instalment of 2,500,000 milliards of marks (gold) from the first payment made by Germany.

GERMANY'S FINANCES.

LONDON, July 5th.

A Financial Memorandum presented by Germany to the Peace Conference declares that Germany's pre-war national wealth was 220 milliard gold marks, whereas today, after the loss of her colonies, Maritime Marine, etc., it could not be estimated at more than a hundred milliard, from which foreign debts of between 8 and 10 milliards must be deducted. It emphasises that Germany's economic recovery is impossible without financial recovery, and asserts that the financial burden of sixty milliards, with taxation, would mean a yearly impost of 4,400 marks for each household.

The Memorandum points out that in 1913, eighty-one per cent. of the Prussian taxpayers had an income under 3,000 marks. It concludes by emphasising the necessity of economic liberty and economic collaboration with other peoples.

UNREST IN IRELAND.

VISCOUNT FRENCH HOOTED IN QUEENSTOWN.

LONDON, July 5th.

Viscount French, on landing at Queenstown from a destroyer, was accorded a hostile reception from the crowd, which followed and hooted him, despite a military guard.

Two Sinn Féin men were killed in an attack on Police barracks at Holy Cross, Thurles.

Mr. J. H. Thomas, speaking at Belfast, warned the railwaymen against the abuse of sympathetic strikes, which would lead to disaster. Labour representatives would not be intimidated by Sinn Féin or Unionists. They could not distinguish between a soldier who shoots a man and a man who shoots a soldier.

LORD INVERFORTH'S DEALINGS.

SAVINGS ON ARMY EQUIPMENT.

LONDON, July 5th.

Lord Inverforth's report on his world-wide dealings in raw materials on behalf of the Government has been issued. It shows that the total expenditure to March 31st, 1919, was £37,000,000 and the total sales £25,000,000, making a turnover of £62,000,000. The cost of administration amounted to £739,000, while the net profit accruing to the Imperial Government totalled £21,314,718. The total profits were £39,811,815. Nearly £20,000,000 was paid out in rebates on profits on Home and Colonial wool.

The expenditure for the year ended March 31st, 1920, exceeded £100,000,000, while the cash receipts were over £179,000,000, bringing the totals to:—Receipts, £239,435,146; expenditure, £375,273,174.

The accounts show that all the money advanced by the State for the purchase of raw materials has been refunded with interest, although large stocks, especially of colonial wool, are still unsold.

A table of the principal raw materials purchased up to 1919 gives colonial and foreign wool and sheep skins totalling 2,244,400, and 380,415 lbs. respectively, and raw cotton, 4,800,000 lbs. The equipment for the Army and Navy includes 1,188,000,000 sandbags, 184,000,000 pairs of socks, etc.

Sir Arthur Goldfinch, in an accompanying memorandum, states that the saving effected on military equipment is estimated variously at from £50,000,000 to £200,000,000.

TURKS AND GREEKS.

BRITISH FORCES ASSISTING THE GREEKS.

LONDON, July 5th.

In the House of Commons, replying to Lieut.-Col. L'Estrange-Malone, Mr. Bonar Law said British naval and military support of the Greeks against the Turks would be confined to what was necessary to ensure the freedom of the Straits and the fulfilment of the peace terms. The reinforcements sent to Constantinople were intended solely for that purpose.

Replying to a question, Mr. Bonar Law said the Allies were, of course, assisting in resisting the attack.

Col. Malone: Have the Turks been informed what the Greeks and Allies are fighting for, in view of the fact that the Turks have not yet signed the Treaty?

Mr. Bonar Law replied that he did not think it necessary, if somebody attacked you, that you should explain to him why you hit him back.

PEACE WITH SOVIET RUSSIA.

MR. CHURCHILL'S VIEWS ON THE REVELATIONS.

LONDON, July 5th.

In the House of Commons, replying to Col. L'Estrange-Malone and Col. Wedgwood Benn with regard to the report of a conversation between Mr. Churchill and the Russian anti-Bolshevik, General Golovin, in May of last year, in which Mr. Churchill is alleged to have promised to help the anti-Bolshevik campaign in every way, Mr. Bonar Law said that Mr. Churchill had informed him that the report was very inaccurate. For example, the statements that Mr. Churchill said he was carrying out Koltchak's orders, and that British reinforcements were sent to Archangel but to assist the withdrawal but to help Koltchak, were obviously absurd and quite untrue. On the other hand, the Government's policy last year of helping the anti-Bolsheviks was well-known and had been quite clearly stated.

Replying to a suggestion for a debate on the subject, Mr. Bonar Law said it would be difficult to find time, but Mr. Churchill would be very pleased to deal with the matter.

THE STEEL INDUSTRY.

HUGE NEW WORKS IN WALES.

LONDON, July 5th.

The biggest blast furnace in the world has been successfully inaugurated at Ebbw Vale. The weekly output is estimated at 3,000 tons. The new works hope to create a revolution in the steel-making industry and to produce the cheapest steel in the world.

FATE OF EX-KAISER.

AN IMPRACTICABLE SUGGESTION.

LONDON, July 5th.

In the House of Commons, replying to a question, Mr. Bonar Law stated that the suggestion to establish an Allied Court in Holland to try the ex-Kaiser was impracticable.

SECRET TREATIES IN PEACE TIME.

DENOUNCED BY VISCOUNT GREY.

LONDON, July 6th.

Speaking at the inaugural meeting of the British Institute of International Affairs, formed for the study of national policies, Viscount Grey said the Government should give it to be clearly understood by the world that they would not in time of peace have secret Treaties. He added: "I myself have been a party to the making of some secret Treaties, but it was in war-time, and I would suggest that it should be regarded as a fair rule of foreign policy that you should not have secret Treaties in peace-time. We have got, if we want to keep the peace of the world in future, not only to think nationally, but internationally as well. One of the great lessons of the war is that thinking nationally leads to disaster. Before the war, Germany was thinking more intensely nationally and less internationally than any country in the world, and it led to disaster."

Mr. Balfour cordially supported Viscount Grey. Mr. Clynes, on behalf of the Labour Party, emphasised Labour's increasing interest in foreign affairs and said Labour should be possessed of the fullest possible knowledge on these questions.

UNIVERSITY OF CALIFORNIA GLEE CLUB.

APPEARING ON SATURDAY AT THEATRE ROYAL.

LONDON, July 5th.

Local theatre-goers will have an opportunity of seeing the University of California Glee Club who are appearing at the Theatre Royal on Saturday night. The company is composed entirely of University students who are making an educational tour of the East, playing in every city in order to cover up the expenses of the tour. There are over twenty members in the Company and they are under the direction of Mr. Clinton B. Morse, Dean of American College Glee Club leaders. They have a ten-piece jazz band, and their repertoire includes the latest music and comedy of the States, college songs, popular and classical music, and the most interesting of the celebrated American Black and White Minstrels. Among the variety acts to be offered are: The Golden Bear Quartet; Frank Morgan, the musical carpenter; the Variety Comedy Trio; Eddie Williams, the speckled coon; Summer Mering, the man who sings to beat the band; Irving Neumiller, the McCormack of the college world; Larry Blochman, loquacious musician; Paul McCoy, professor of jazzology; Charles Strickfaden, American interior; collegiate champion saxophonist; and Dave Phoenix, vaudeville violinist.

The company have already made a name for themselves in Japan, Shanghai and Manila, where they played for a number of nights and were enthusiastically received.

THE LEYLAND HODGSON REVUE CO.

LAST NIGHT'S SUCCESSFUL SHOW.

LONDON, July 5th.

The Leyland Hodgson Revue Co. offered some pleasant variety tit-bits at the Theatre Royal last night when they again played to a large and appreciative audience. From the opening chorus right on to the finale the show was refreshing, witty, and amusing and the members of the company willingly rendered encores. The Company leave for Shanghai to-day and will open a season here on their return.

THE CHOLERA EPIDEMIC IN JAPAN.

STILL SPREADING.

LONDON, July 5th.

The Japan Chronicle of June 21st gives the following information regarding the cholera epidemic:—The cholera epidemic does not seem to be put an end to easily, though the authorities are very active in Kobe and other places.

Up to noon on the 22nd instant the aggregate number of cholera cases reached 51 in this Prefecture and it is now rapidly spreading in the vicinities of Amagasaki, Nishinomiya and Iyeyama in Harima Province. On the afternoon of the 22nd instant an employee of the Saiwai-yu bath, of Motomachi, 2-chome, Kobe, was declared suspect by the Higashiyama Hospital. The patient mentioned it said to have visited a Shinkichi restaurant and a Fukusawa brothel before he was taken ill on the morning of the 18th instant. A coolie belonging to the Kawasaki Dockyard and living at Sasahochi Hyogo, showed choleraic symptoms on Tuesday morning (22nd), the cause being suspected to be some stale fish he had eaten on the previous day. The Kobe Prefectural authorities have decided to increase the number of disinfection officials by 115, in addition to the former 65 including doctors, who are chiefly directed to the preventive activities at Amagasaki, Nishinomiya, and Iyeyama. At Amagasaki a fishwife was attacked on the 21st instant. New fatal cases appeared at Iyeyama, Banashu on Monday and Tuesday.

Patients at Nishinomiya include a factory woman belonging to the Japan Cotton Company and a man who is said to have been taking in Nishinomiya harbour when suddenly taken ill.

In Osaka and vicinity eight new cases were reported on Tuesday including an assistant Doctor (suspected) of the Momoyama Hospital, of Tsurubashi, Higashinari-gun; two lighter and launch men; a worker of the Sakura Cement Co., and several other men and women. The Osaka Prefecture reported on Tuesday (22nd) 50 genuine and 9 suspected cases since the outbreak. The Home Office announced the latest aggregate number as reaching 301 throughout the country since the appearance of the epidemic.

FAR EASTERN CABLE NEWS.

PANIC IN PEKING.

PEKING, July 7th.

The Chinese political crisis has become more acute.

Yesterday when it was learned that Tuan Chi-jui had issued an order despatching two divisions to the Frontier Defence Force to a position on the Peking-Hankow Railway, the panic became general in the city. The wealthier Chinese took refuge in the foreign hotels and the Legation quarter offering any price for rooms. Others crowded into trains bound for Tientsin.

The general fear was that if Tuan Chi-jui's troops encountered those of Wu Peifu, the former would be defeated and flee to Peking, looting the city.

To-day it is reported that Chang Tso-lin persuaded Tuan Chi-jui not to move troops. The more probable reason for inaction is that Wu Peifu's troops are already at Peking.

The Cabinet reconstruction has been delayed as the Anfu Party is bribing members of Parliament to stay away from the House, making a quorum impossible.

CHINESE LABOUR IN SAMOA.

LONDON, July 5th.

Replying to Col. Wedgwood Benn and Mr. Kiley, who complained of the re-indenture of Chinese labourers in Samoa before the issue of a mandate, Colonel Amery emphasised that the matter was entirely within the control of the New Zealand Government. The Imperial Government was never at any time responsible for the administration of Samoa. He did not doubt that any representations by the Samoan chiefs against the Chinese would receive the fullest consideration of the New Zealand Government.

Colonel Amery declined to submit the question of forbidding Chinese indentured labour in mandated areas to the Council of the League.

WORLD'S TENNIS CHAMPION.

SHIP DEFEATED.

LONDON, July 5th.

The tennis world has a new champion, for William T. Tilden, the Philadelphia player, has defeated the wonder of the 1910 Wimbledon tournament, a curious fact is that although Tilden is world's champion, he is not the champion of the United States. That honour is held by William M. Johnston, who beat Tilden in three straight sets last year. Tilden, incidentally, defeated both Brooks and Patterson in America last year. The former, who is now 42 years old, and has presumably given up championship tennis, said, after the match, that he was not aware of all his experience, that a man could play with such tremendous force and power. Patterson's meteoric rise to fame last year, when the Americans did not compete, and his only real opponent was Norman Brooks, set tennis experts thinking, and though a few of them showered extravagant praise on the Australian lad, who is only 23 years old, not a few were content to wait and see how Patterson would fare against the Americans before proceeding to class him as one of the great players of the day. Patterson's greatest asset is his tremendous service and his volleying, but Tilden struck his one weak point, and kept persistently on the Australian's back-hand till he won the match. Before Patterson won the championship last year, a well known London critic said of him:—"Hardly the same of accuracy as yet, Patterson gets an extraordinary amount of pace into all his shots, both overhead and off the ground, but his righting service with its back and 'kick' is often unattainable, while his smashes nearly always beat the stop-netting. If all these are not enough to overcome a stubborn opponent, this young Victorian of twenty-three summers resorts to a wonderful 'chop' stroke the like of which has not been seen before. He can make it deep down the court, the ball being cut in such a fashion that it rises in a semicircle to fall just over the net and spin away along the ground in a most disconcerting manner." Tilden's play is very similar in style to Patterson's, except that the American, while lacking nothing in force, is just a trifle more accurate. Did counting Reuter's excusable enthusiasm over Tilden's victory—we remember an almost identical phrase to "the most convincing all-round tennis ever seen in this country" when Patterson beat Brooks last year—may here be said that neither Tilden nor Patterson has yet shown himself to be as great a player as the late H. L. Doherty or even the incomparable Anthony Wilding in his palmist days.

THE AN-FU SPLIT.

END OF THE ORGANISATION.

LONDON, July 5th.

For the purpose of preventing an armed clash between the so-called Anhui and the Chihli factions Tseng Yu-chien, Minister of Communications, one of the leaders of the Anfu Club, did not attend his office the other day and there is a report that he is going to resign his post shortly. This will, probably, be followed by the resignation of Li Shih-hao, Minister of Finance. If these reports are true, says the Asiatik News Agency, then the breaking of the Anfu Club is only a question of days.

SHANGHAI VOLUNTEER CORPS.

TRIBUTE TO THE LATE COMMANDANT.

The N. S. Daily News says: The Municipal Gazette contains a report of the highest interest upon the Volunteer Corps.

To the more technical part we shall not at the moment refer, but we must mention two flattering references to its late Commandant, Major T. E. Trueman, Lieut.-Col. Wyndham, "the inspecting officer, says:—

In Major T. E. Trueman, the Corps possesses a very able, energetic and tactful Commandant, to whom has fallen the extremely difficult task of keeping the corps efficient and up to strength during nearly five years of war, during a large portion of which the Corps Companies belonging to enemy nationalities forming part of the Corps. That he has done so successfully and that the Corps is in its present efficient condition speaks very highly for this officer's capacity, and I should like to draw particular attention to the services he has rendered. He has been most ably seconded by Captain Canning, the Corps Staff Officer.

These remarks are echoed by Col. J. R. Young in his letter to the War Office covering the report of the inspecting officer, and all who have had dealings with military matters will recognise the significance. In the British Army fact is regarded as an equally great factor in controlling men as discipline is, and we find the most successful regimental officers invariably possessed of a large share of it. Much more is it an asset in commanding such a varied body of men as the Shanghai Volunteer Corps, and that fact, combined with a distinct firmness, has enabled Major Trueman to guide the Corps through difficult and indeed perilous years. A sound military knowledge, acquired through long training and enthusiastic application, also gave the Commandant that grasp of technique so necessary for keeping the units up to the standard seen before the war. The local community has voiced its appreciation of Major Trueman's services, and we are glad to note that a similar measure of praise has gone to the authorities at Home. But it must be remembered, the position of Commandant here was no ordinary one. Shanghai possessed a distinct importance during the war, and Major Trueman's services were more than merely local.

TRADE SLUMP IN PENANG.

The Penang Gazette says:—

The conditions prevailing in the local bazaar recently have had the effect of creating serious difficulties for traders, and a few European firms have been hit to the extent of a good many thousands of dollars, as the result of failures among one or two of the Chinese dealers. Combined action has been taken by Chinese dealers generally, and we understand that they have intimated to the European firms their inability to meet current accounts in full, with the promise to pay a proportion of these until trade revives. It is well-known that the traders have considerable stocks, most of which were purchased at high prices, and the retailers having recently become shy of the latter, there has been what is described as a cessation of business, thus the dealers are unable to meet their outstanding within the period allowed. The lower prices for tin, rubber and copra have been a big factor, and the "tightness" of the Banks, which have been following the policy adopted at home and elsewhere, has not contributed to the easing of the situation. The movements for lower prices of goods reported from Europe and America have not helped to improve the state of affairs for those more immediately concerned in the business of the bazaar, and the fact that considerable supplies of goods bought at high prices are arriving and will continue to arrive, makes the position still more difficult. There is, however, a tendency towards optimism and the general belief appears to be that the limit of high prices has been passed, and co-operation will mitigate the effects of the slump.

COUNTERFEITING A BRITISH TRADE MARK.

THE RESULT IN POUNDS STERLING.

LONDON, July 5th.

Imitation has become a fine art nowadays and not even the favourite products of J. and E. Atkinson, the famous British house of perfumers have been spared, an illustration of which was shown in the course of a case which came up before Mr. Langham Carter at Singapore, in which three Chinese traders, Lim Suen Kiew, Chuan Lan Tyan and Tang Seng Lee, of North Bridge Road, were charged with selling fair lotions with a counterfeit trade mark of J. and E. Atkinson, in contravention of the Merchandise Marks Ordinance of 1917.

Mr. J. G. Campbell presented on a complaint made by Mr. Claxton, of Newall and Claxton, and the accused pleaded guilty to the charge. Mr. Campbell said the first accused bought the stuff from Murata and Company, there being 240 dozen of imitations at \$6.40 per dozen, and he sold in parts to the second and third accused who, in turn, sold retail at 80 cents a bottle, or \$9.60 per dozen, and those sold to Newall and Claxton, said Mr. Campbell, were extremely close imitations. Mr. Campbell added that Atkinson's themselves sold at \$12.14 a dozen, and that their sales in 1917-18 amounted to 27,000 per annum. There was a drop of 23,000 per annum in 1918-19, but for three months after the Japanese boycott it rose to 212,000 or 230,000 per annum—five times more than pre-war profit. The first accused was fined \$400, or four months, with costs, while the second and third were each fined \$300 or three months.—Starling Times.



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BACON AND EGGS.

Mr. Ward Muir writes in *The Sphere*:—Somebody wrote an article the other day deploring the awful monotony of the English breakfast. The article suggested that we ought to alter our breakfast dietary—to eat orange salad one morning, an omelette the next, and so on. Away with the eternal bacon-and-eggs! Why didn't hotel keepers at least (the writer demanded) offer their clients a decently diversified breakfast menu? People are only waiting for the chance to break the shackles of bacon-and-eggs and rejoicingly munch manna in the shape of fresh fruit or minced mushroom patties.

He was a theorist, of course, and when his article appeared he was immediately squashed flat by a dealer, not in theories, but in facts. A hotel keeper wrote from (I think) Buxton and offered his experience of the variegated breakfast menu. It appeared that the hotel keeper was accustomed to place on the breakfast table of his guests a bill of fare containing fifteen different items. "And," he said, "the

Englishman and his wife very carefully read through the list. Having read it, they ponder, look at each other, and say, 'Oh, well, I suppose we had better have bacon-and-eggs.' A few, a very few, order, as a change, 'eggs-and-bacon.' That letter from the Buxton hotel keeper bore the stamp of truth. One recognised instantly the verisimilitude of the picture he drew, equally one recognised the psychological misapprehension of the man who thought that the inhabitants of this country are anxious to breakfast after the style of the inhabitants of other countries. Has that national delicacy, bacon-and-eggs, been forced upon us against our will? The notion is merely comic.

Manifestly the original accusation was not that bacon-and-eggs is (or should I say "are") unpalatable, but merely that no dish should be eaten day after day, year after year, changelessly. One's eating should show enterprise. One should not become the slave of a gastronomic obsession. But if it is not allowable to discover, and then stick to, a favourite food, why should it be allowable to stick to a favourite drink? The very critics who profess shockedness at the bacon-and-eggs habit, namely, Americans, will quaff coffee every morning of their lives, and think no shame.

I don't remember seeing anybody take tea at breakfast when I was in America. It was always a case of coffee, or tea, or coffee, sometimes preceded by a glass of iced water. The spectacle of iced water on the breakfast table made me shudder. In the warm weather I felt a victim to the fashion of bibbing iced water at odd moments—but never at breakfast. I need a stimulant at breakfast, and if I had to put up with water it would be hot, not iced. But, like most Europeans, I am secretly of the opinion that water is indigestible at any rate, if drunk with food. Taken between meals it seems to be harmless, even beneficial. American dyspepsia is a dubious testimonial to its benefits when drunk at table.

But once I had persuaded the waiter to remove from my disgusted gaze the iced-water carafe, the American breakfast became a cheerful proposition indeed. When I am out of England I can forget bacon-and-eggs. I can't, I admit, quite bring myself to tackle chops, beef-steaks and potatoes at breakfast; but in New York and Boston it was pleasant to sample "cereals," quaker, pudding, marmos which one would have looked askance at in London. A substance called cream of wheat fascinated me. It is commonly eaten, I regret to say, with sugar, and this I could not countenance, any more than I can countenance the barbaric custom of putting sugar on Scotch porridge. But with a sprinkling of salt it was delicious, and admirably less filling than anything made of oatmeal.

I fell in love with cream of wheat in America, yet I never have any hankering after it in England. Why is this? Why is it, too, that the moment we cross the Channel to the Continent we are cleansed of the desire for bacon-and-eggs and are placidly satisfied with *café continental*? A cup of coffee and a roll seems a miserable breakfast in England; in France it is ample and refreshing. Only in one European country have I been given (without asking for it) anything beyond the French or Swiss *café complet* for breakfast. At a hotel in Amsterdam I observed on my tray a plate containing (apparently) thin slices of lean ham, the thinness so extreme that they were almost transparent. And I said to myself, "Have I at last reached a foreign country where the pig's flesh is deemed a breakfast ration as inevitably and respectfully as in my home?" On investigation I found that the slices were not slices of ham, but slices of a pinkish-hued cheese. Well, cheese is the last viand I should have thought of, never the less, in Amsterdam, I found that I liked cheese for breakfast.

But oh, the joy of returning to bacon-and-eggs! I am one of those individuals who never feel homesick until they actually arrive at home, after an absence in alien lands; and the phenomenon which most sharply strikes me with the glad-to-be-back emotion is that of bacon-and-eggs for breakfast. To reach home in the evening is to feel vaguely uncomfortable at home's strangeness. One's rooms have been tidied, one's possessions must be unpacked, the prospect of settling to work or domesticity is a little irksome to the wanderer. But in the morning, when one is shaving, an exquisite aroma wafts itself from the kitchen—the aroma of sizzling rashers. One begins to cheer up. One enters the bright breakfast-room. One lifts the cover from the dish. Bacon-and-eggs! Ah! It is a poignant pang of recognition—the recognition of the perfect food, the English prodigal son's equivalent of the fathered call, the patriotic symbol of nationality as moving, in its way, as that other symbol, the Union Jack.

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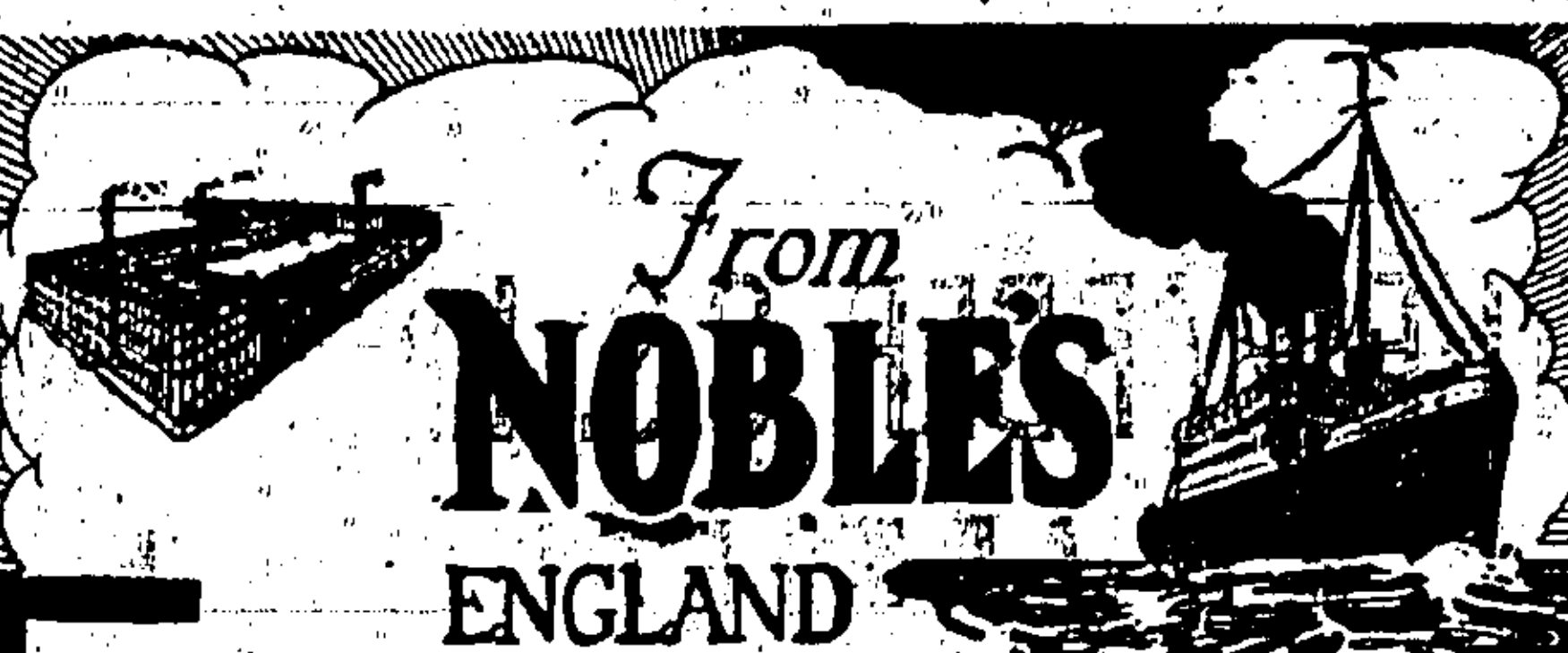
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OBJECTS OF KIANGSU SOCIETY.

[ASIATIC NEWS AGENCY.]

SHANGHAI, June 25th.

With the support of the leading politi-
cians and native gentry of Kiangsu, Mr.
Chang Chien, former Minister of Agricul-
ture and Commerce of the first Tuan Chi-
hui Cabinet, who has been interested in the
development of industries of this province
since his retirement from official life five
years ago, has started a "Soo-Se" or the
Kiangsu Society with its headquarters at
Soochow and sub-offices at Nanking and
other big cities. The chief object of the
new society is to develop good roads, public
education, communications and waterways
within this province, and the scheme will
be extended to other parts of the Chinese
Republic. As Chang Chien is a native of
northern Kiangsu, he and his co-workers
have decided to improve the public roads
for the purpose of starting a long distance
motor-car service between the cities of
Huaianfu, Haichow, Chinkiangpu and
Nanjingchow. In the absence of railway
and steamship competition, Chang Chien,
who paid a flying visit to Shanghai a few
days ago, believes that the prospects are
good.

CHINESE EASTERN RAILWAY.

JAPANESE DENIAL OF RUMOURS.

In spite of the existing financial
stringency, the administration of the
Chinese Eastern Railway is increasing its
staff, says the Harbin correspondent of the
Asiatic News Agency. The latest addition
to the railway staff is Mr. Yang Hsien-
feng, former traffic manager of the Shang-
hai-Hangchow railway, who has been
appointed director of the line under the
Director-General, Sung Hsiao-lia.

It is reported that after his arrival, the
Minister of Communications will recall Dr.
G. C. Wong. It is reported that the
Ministry of Communications wishes to put
an An-fu man in Wong's place.

Rumours have been in circulation
to the effect that, for the purpose of secur-
ing control over the Chinese Eastern Rail-
way, the Japanese militarists have en-
gaged the services of notorious Chinese
bandits or Hungtuses for disturbing the
peace within the zones of this line and that
the Chinese and Russian officials have been
forced to devise means to counteract these
plots. Now the Japanese Command has
issued official denials to these charges, and
it is stated that as the presence of Japa-
nese troops in both Siberia and Manchuria
is due solely to political unrest the troops
will be withdrawn as soon as the Japanese
Government is satisfied that there is no
danger to the life and property of Japa-
nese residents in these regions. Passengers
from Siberia are being strictly watched.

CHINESE MISSION TO RUSSIA.

REPORT ON VERKHNE UDINSK
GOVERNMENT.

The Chinese mission headed by Mr. Fan,
former Consul-General at Omsk, has
reached Irkutsk. According to Mr. Fan,
the mission cannot proceed further with-
out instructions from the Soviet Govern-
ment in Russia, says the Asiatic News
Agency.

With reference to the newly-established
republican government in Verkhne Udinsk,
Mr. Fan says that owing to the prompt
manner in which the Soviet recognized it,
the Japanese suspect that it is in reality
a branch of the Soviet administration.
Hence, Japan has ceased all negotiations
with the Foreign Minister of the republic.
Out of the various governments in Siberia,
and the Russian maritime provinces, the
Irkutsk Government, on account of its
close connections with the Soviets, is prob-
ably the strongest, but still it is not strong
enough to absorb the "governments" at
Verkhne Udinsk, Vladivostok, Chita and
Habarovsk.

With regard to Altamen Semenov at
Chita, the Japanese have declined to in-
tervene in the disputes between Chita
and Verkhne Udinsk concerning the dis-
armament of the Cossacks and the running
of the railways, but, simultaneously, the
Japanese have declared that they will cease
to render any material assistance to
Semenov hereafter. Regarding the Soviet
rule in Irkutsk and other cities in western
Siberia, the mission reserves its comments
until its return from Russia.

THE KAOCHOW DISPUTE.

TO BE REFERRED TO LEAGUE OF
NATIONS.

In reply to the telegraphic enquiries
of the members of the Shantung provincial
assembly concerning China's attitude
towards the third Japanese Note about
Kiaochow, the Cabinet, according to the
Asiatic News Agency, says that, with
reference to the Kiaochow issue, the policy
of the Central Government will not be
changed; that is to say, China will not
open direct negotiations with Japan but
put the question before the League of the
Nations for readjustment, and that Mr.
Wei Chen-chu, Minister to Belgium who
has been appointed acting chief of the
Chinese delegation in France, in the
absence of Dr. Koo, has been ordered to
make preparations to bring the question
before the League for consideration when
its members meet in November this year.

With reference to the deposition of the
Austrian peace treaty through which
China becomes a member of the League,
the Government adds that, in addition to
telegraphic deposition with the Allies,
Supreme Council, a copy of the treaty
ratified by China, with the approval of
the Chinese Parliament, will be brought
to Paris by Lin Fucheng, councillor of the
Ministry of Communications, who will pro-
ceed to Madrid to represent China in the
coming International Postal Conference
there.

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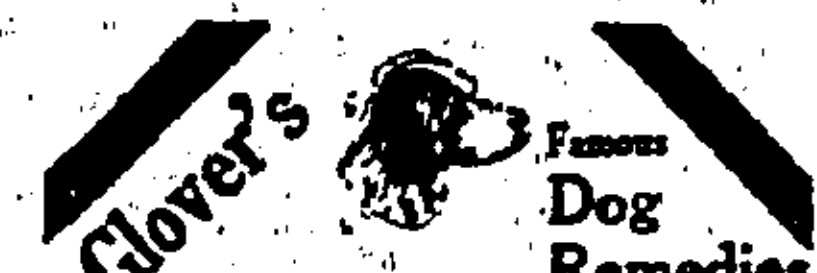
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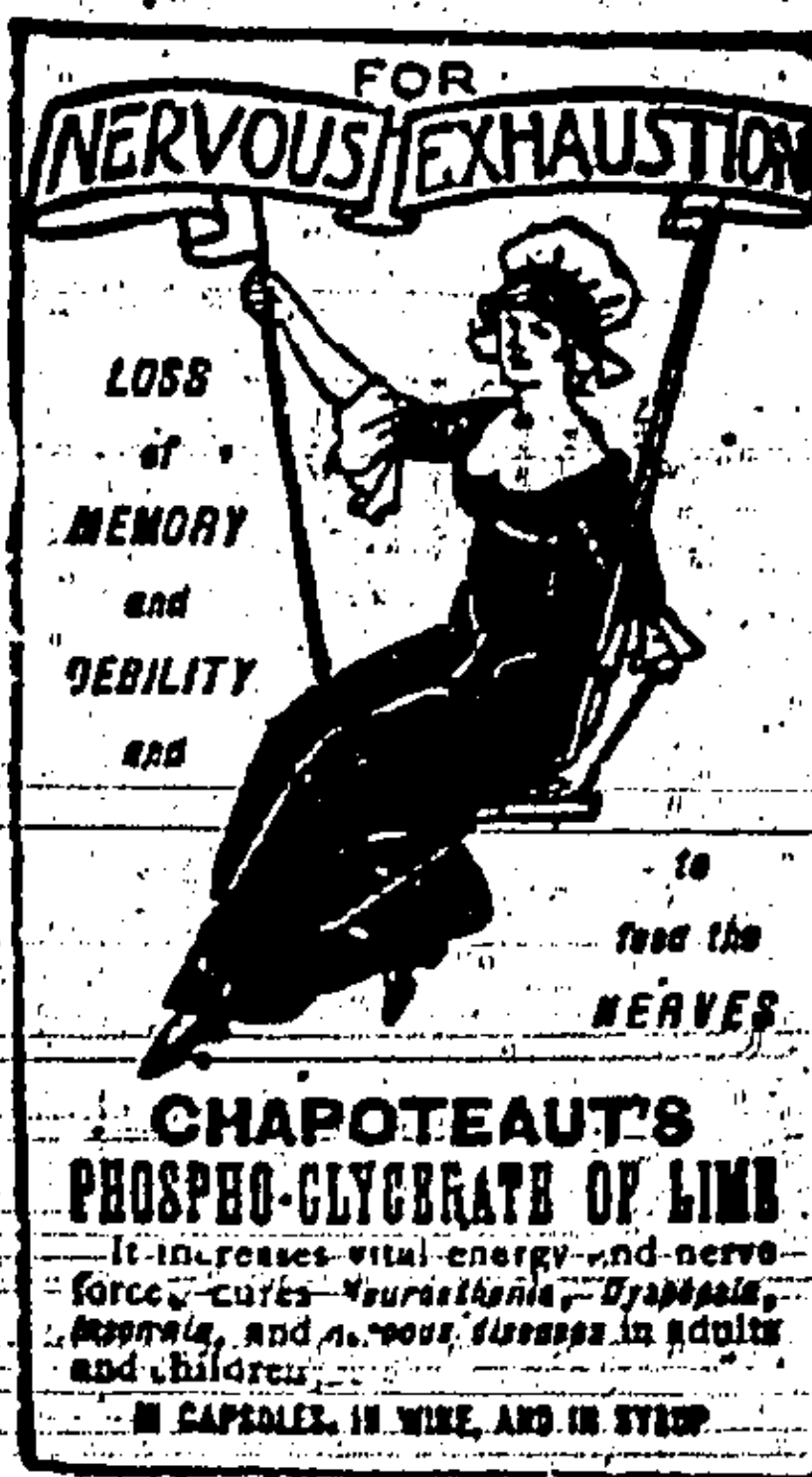
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SANDAKAN	"JINSANG" Sat, 10th July, Noon
HAIPHONG via HOIHOW	"TAKSANG" Tues, 13th July, 8 a.m.
STRAITS & CALCUTTA	"FOOKSANG" Wed, 14th July, 8 p.m.
TIENTSIN via SWATOW & Weihaiwei	"CHEONGSHING" Sun, 18th July, Daylight

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"GLENAMORY"	about 18th Aug.	GENOA, LONDON & ANTWERP
"GLENAMORY"	22nd Aug.	LONDON & ROTTERDAM
"GLENAMORY"	6th Sept.	LONDON & ANTWERP
"GLENAMORY"	Middle of September	GENOA, LONDON & ANTWERP

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENARA"	28th July	GENOA, LONDON & ANTWERP
"GLENAMORY"	about 18th Aug.	GENOA, LONDON & ANTWERP
"GLENAMORY"	22nd Aug.	LONDON & ROTTERDAM
"GLENAMORY"	6th Sept.	LONDON & ANTWERP
"GLENAMORY"	Middle of September	GENOA, LONDON & ANTWERP

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SHIPPING NEWS

ARRIVALS

July 25th.
Hok Canton, Chinese str., 557 tons, Capt. Leungdon, from Kwang Chow Wan and Macao, with a general cargo.—Yat Hing.
 July 27th.
Arizona Maru, Japanese str., 3,069 tons, Capt. Fuchigami, from Manila, with a general cargo.—O.S.K.
Chenai, British str., 1,355 tons, Capt. Burrows, from Shanghai and Swatow, with a general cargo.—B. & S.
Hai Hong, British str., 1,357 tons, Capt. Pasmore, from Swatow, with a general cargo.—Douglas S.S. Co.
Iehung, British str., 1,200 tons, Capt. Tabster, from Canton, with a general cargo.—B. & S.
Kaigo Maru, Japanese str., 1,126 tons, Capt. Kimura, from Swatow, with a cargo of coal and general merchandise.—O.S.K.
Lucknow, British str., 1,221 tons, Captain Morse, from Bangkok and Swatow, with a general cargo.—B. & S.
Mathren, British str., 3,042 tons, Captain James, from Shanghai, with a general cargo.—C. P. O. S.
Muroran Maru, Japanese str., 3,283 tons, Capt. Yamada, from Singapore, with a general cargo.—N. Y. K.
Sinkang, British str., 1,616 tons, Capt. Puckett, from Canton, with a general cargo.—B. & S.
Wang Hing, Chinese str., 245 tons, Capt. Ross, from Kwang Chow Wan, with a general cargo.—Wang Hing.

CLEARANCES

July 27th.
Chenai, for Canton.
Eastern Trader, for San Francisco.
Hainan, for Haiphong.
Kuanah, for Shanghai.
Lake Fiddling, for Calcutta.
Nam Wan, for Huihow.
Taipei, for Huihow.
Toril, for Kobe.

SHIPPING MOVEMENTS

The R.M.S. **Monteagle** which left Hongkong on June 28th, arrived at Vancouver on July 31st.
 The **Alma** (Blue Funnel Line) from New York, left Huihow on the afternoon of the 26th inst. is due here on July 29th.
 The R.M.S. **Empress of Russia** reached Shanghai on July 25th, left the same day and was due at Nagasaki yesterday.

VESSELS EXPECTED

Aki Maru, from Australia, due July 30th.
Bellerophon, due July 15th.
Calcutta Maru (Hamburg line), due August 11th.
China, left San Francisco for Hongkong, June 22nd.
Empress of Asia, from Vancouver, due July 22nd.
Kaga Maru (European line), from London, due July 29th.
Kanai Maru (European line), from Kobe, due July 13th.
Kanagawa Maru, from Bombay, due July 15th.
Kawachi Maru (South American line), due July 29th.
Nagato Maru, from Liverpool, due August 8th.
Vingchoy, due July 18th.
Shidzuoka Maru (European line), from London, due July 15th.
Stegerwald, due July 23rd.
Suzuki, from Rotterdam, expected about July 25th.
Tenshin Maru, from Bombay, due July 10th.

WEATHER REPORT

July 26th, at 12:05.—No returns from Japan and Vladivostok.
 Pressure has increased slightly at all stations reporting. A trough of relatively low pressure extends from Annam across the Philippines into the Pacific; the depression remains over Tongking.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 50.19 inches against an average of 41.93 inches.
 The forecast for the 24 hours ending at noon to day is as follows:—
 DISTRICT. FORECAST.
 Hongkong to Gap Rock. S. winds, moderate; fair.
 Formosa Channel. The same as No. 1.
 South coast of China between Hongkong and Lamcocks. Do. 1.
 South coast of China between Hongkong and Hainan. No. 1.

HONGKONG TIDE TABLE

From July 26th to 31st, 1920.

HIGH WATER		LOW WATER	
Days of Month	H'kong Standard Time	Days of Month	H'kong Standard Time
Thurs. 26	h. m. 1:30	Thurs. 26	h. m. 1:30
Fri. 27	h. m. 2:45	Fri. 27	h. m. 2:45
Satur. 28	h. m. 3:55	Satur. 28	h. m. 3:55
Sun. 29	h. m. 5:05	Sun. 29	h. m. 5:05
Mon. 30	h. m. 6:15	Mon. 30	h. m. 6:15
Tues. 31	h. m. 7:25	Tues. 31	h. m. 7:25

NOTICES TO CONSIGNEES

"GLEN" LINE STEAMERS, LTD. NOTICE TO CONSIGNEES

FROM UNITED KINGDOM, COLOMBO AND STRAITS.

THE Motor vessel "GLENGYLE"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
 Goods not cleared by July 26th, 1920, will be subject to rent.
 All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas on July 26th, 1920, at 10 a.m.
 Claims against the Steamer must be presented within 7 days of arrival, otherwise they will not be recognized.
 No Fire Insurance will be effected by us in any case whatever.
 Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd. Agents.
 Hongkong, July 26th, 1920. 1151

STRUTHERS & DIXON, INC. NOTICE TO CONSIGNEES

FROM SAN FRANCISCO.

THE Steamship "EASTERN TRADER"

having arrived from San Francisco via ports on July 1st, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the Godowns and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.
 Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.
 All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 11 a.m. on July 26th, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.
 All Claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns and Cargo undelivered on and after July 26th, 1920, will be subject to rent.
 Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC. Agents.

1st Floor, Powell's Building, 12, Des Vaux Road, Central, Hongkong, June 30th, 1920. 1144

STRUTHERS & DIXON, (INC.) NOTICE TO CONSIGNEES

FROM SEATTLE.

THE Steamship "ARCTURUS"

having arrived from Seattle via ports, on July 1st, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the Godowns and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.
 Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.
 All broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined at 11 a.m. on July 26th, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.
 All Claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the Goods have left the Godowns and Cargo undelivered on and after July 26th, 1920, will be subject to rent.
 Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC. Agents.

1st Floor, Powell's Building, 12, Des Vaux Road, Central, Hongkong, June 30th, 1920. 1154

MARTIN'S

THE NEW FRENCH REMEDY. THERAPION NO. 1 THERAPION NO. 2 THERAPION NO. 3
 No. 1 is for the cure of all kinds of skin diseases, No. 2 for the cure of all kinds of internal diseases, No. 3 for the cure of all kinds of nervous diseases.
 Sole Importers: HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD., KOWLOON.
 Sole Importers: HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD., KOWLOON.

MARTIN'S

THE NEW FRENCH REMEDY. THERAPION NO. 1 THERAPION NO. 2 THERAPION NO. 3
 No. 1 is for the cure of all kinds of skin diseases, No. 2 for the cure of all kinds of internal diseases, No. 3 for the cure of all kinds of nervous diseases.
 Sole Importers: HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD., KOWLOON.
 Sole Importers: HONGKONG & KOWLOON WHARF AND GODOWN CO., LTD., KOWLOON.

THE HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, July 26th.

Previous Day	On Date	On Date
at 8 a.m.	at 2 p.m.	at 8 p.m.
Barometer	29.74	29.75
Thermometer	86	87
Humidity	78	81
Wind-Direction	South	SE
Force	2	1
Weather	2	0
Rain	0.10	0
Maximum temperature on 26th	87	
Minimum temperature on 26th	75	

CP O S

HONGKONG VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

From Hongkong to Vancouver

From Vancouver to Hongkong

From Hongkong to Vancouver

From Vancouver to Hongkong

From Hongkong to Vancouver

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From Hongkong to Vancouver

N. Y. K.

NIPPON YUSEN KAISHA

SAILING FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports
 Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

TOYOHASHI MARU (calling Manila) ... Sunday, 15th Aug., at 11 a.m.
 KASHIMA MARU (calling Manila) ... Monday, 16th Aug., at 11 a.m.
 FUSHIMA MARU ... Saturday, 11th Sept., at 11 a.m.
 KATORI MARU (calling Manila) ... Thursday, 30th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
 Port Said and Marseilles.

KAMO MARU ... Tuesday, 13th July, at Noon.
 IYO MARU ... Friday, 23rd July, at Noon.
 ATSUTA MARU ... Friday, 8th Aug., at Noon.

HAMBURG, LONDON & ANTWERP via Faojeteng, Searataya, Colombo Suez and Port Said.

TSURHIMA MARU ... Saturday, 10th July.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TOKUSHIMA MARU ... Monday, 19th July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 31st July, at 11 a.m.
 AKI MARU ... Wednesday, 18th Aug., at 11 a.m.

NFW YORK via Suez Canal. ... Wednesday, 31st July.

TOKIWA MARU ... Wednesday, 31st July.

SOUTH AMERICAN PORTS via Singapore, Durban & Cape Town.
 KAWACHI MARU ... Saturday, 10th July.

BOMBAY & COLOMBO via Singapore.
 SHINYO MARU ... Wednesday, 31st July.

CALCUTTA & RANGOON via Singapore & Penang.
 TATSUNO MARU ... Wednesday, 29th July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
 AKI MARU ... Wednesday, 31st July, at 11 a.m.
 TANGO MARU ... Saturday, 31st Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
 MURORAN MARU (Kobe only) ... Thursday, 8th July.
 TENSIN MARU ... Sunday, 11th July.
 SHIDZUOKA MARU ... Friday, 16th July, at 11 a.m.

For further information apply to—NIPPON YUSEN KAISHA.
 Telephone Nos. 291 & 293. S. TASUDA, Manager.

SERVICE to UNITED STATES

NEW YORK and/or BOSTON

via Panama

S.S. "KEKETTICUT" ... About Middle of July.

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

Telephones 2477 & 2478 AGENTS 6th Floor HOTEL MANSIONS 208

THE BARBER S.S. LINES, INC.

THE ADMIRAL LINE.

Freight Service to Europe

Regular Service to

ANTWERP and ROTTERDAM.

S.S. "HASSAYAMPA"

Sailing.

Middle of July

For Freight Space and Particulars apply to—

THE ADMIRAL LINE

Telephones. AGENTS. 5th Floor.

2477 & 2478 Hotel Mansions.

FOR BOSTON & OR NEW YORK

PRINCE LINE FAR EAST SERVICE.

For NEW YORK

"CELTIC PRINCE" ... via Suez Canal ... Middle of Sept.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

For freight and further particulars, apply to—

SHEWAN TOMES & CO.,

Agents

1111

DODWELL & COMPANY, LD.

STEAMSHIP SERVICES

Regular Sailings to

NEW YORK

via Panama Canal

S.S. "LOWTHER CASTLE" ... on or about 27th July.

LLOYD TRIESTINO.

For SHANGHAI & YOKOHAMA

S.S. "PILSNA" ... on or about 8th July.
 S.S. "INNSBRUCK" ... on or about 4th August.
 S.S. "HUNGARI" ... on or about 31st August.

For BRINDISI, VENICE & TRIESTE.

Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

via SINGAPORE, PENANG & COLOMBO

S.S. "PILSNA" ... on or about 12th August.
 S.S. "HUNGARI" ... on or about 12th September.
 S.S. "INNSBRUCK" ... on or about 16th September.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN

S.S. "BORNEO MARU" ... sailing on or about 28th July.

For JAVA

S.S. "SAMARANG MARU" ... sailing on or about 13th July.

OCEAN TRANSPORT Co., Ltd.

AMERICAN & ORIENTAL LINE

FOR HAVANA AND NEW YORK
via Panama Canal.

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGON BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agent."ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON & HAMBURG ... "KATELAMBA" ... 15th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.,

or to Reiss & Co., CANTON.

General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
HONGKONG	"SHANSHI"	On 8th July, 8 A.M.
HONGKONG	"PAOWING"	On 8th July, Noon.
HONGKONG	"SINKIANG"	On 8th July, 6 P.M.
SWATOW	"CHANGCHOW"	On 8th July, 4 P.M.
SHANGHAI	"CHECHU"	On 10th July, Noon.
SHANGHAI & TIENTSIN	"CHENAN"	On 10th July, Noon.
MANILA, Cebu & ILOILO	"TAMING"	On 11th July, Noon.
AMOI, SHANGHAI & FUKOW	"SUIYANG"	On 12th July, 10 A.M.
SWATOW & BANGKOK	"CHINKIANG"	On 12th July, 10 A.M.
WEDDING, CHEFOO, & TIENTSIN	"KUMCHOW"	On 16th July, 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone 38.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High-Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI AND FOCHOW
AND RETURN.

Steamer	Departure	Arrival
"HAIKONG"	On 8th July, at 3 P.M.	On 10th July, at 3 P.M.
"BAIKING"	On 10th July, at 3 P.M.	On 12th July, at 3 P.M.
"HAIKONG"	On 12th July, at 3 P.M.	On 14th July, at 3 P.M.

Calling at Amoy for Passengers Only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LARBAIK & CO.,
General Manager.

NEW YORK DIRECT.

Joint Service of the

"BLUE FUNNEL" LINE
(OCEAN S.S. CO. LTD. and CHINA MUTUAL S.S. CO. LTD.)AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

Steamer	Departure
"CITY OF OMAN"	On 27th July.
"PAKING"	On 28th Aug.
"NINGBOH"	On 28th Sept.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.
HONGKONG and CANTON REISS & CO., CANTON.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DEVANHA"	5,100	21st July.	Marseilles, London & Antwerp
"DILWARA"	5,400	17th July.	Straits Colombo & Bombay
"LAHORE" (Cargo only)	5,200	4th Aug.	Marseilles, London & Antwerp
"KALYAN"	5,200	10th Aug.	Marseilles, London & Antwerp
"JEYPORE" (Cargo)	5,200	11th Aug.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR" | 4,600 | 10th July. | Straits, Bangkok & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,600	18th July.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	20th Aug.	Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

S.S.	Tons	From Hongkong (about)	Destination
"LAHORE" (Cargo only)	5,200	8th July.	Shanghai & Japan.
"KALYAN"	5,200	12th July.	Shanghai & Japan.
"JEYPORE" (Cargo only)	5,200	14th July.	Shanghai & Japan.
"PLASSY"	7,400	8th Aug.	Shanghai & Japan.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 24ft x 24ft x 12ft will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG.



TRANS-PACIFIC FREIGHT SERVICE

Operating the Douglas Co. Shipping Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

Steamer	Departure
"BENDIS"	On 10th July.
"WHEATLAND"	On 12th July.
"ELBILLY"	On 14th July.
"ELKTON"	On 16th Aug.

For PORTLAND direct.

Steamer	Departure
"ABERCO"	On 12th July.
"PAWLET"	On 14th July.

Through Bills of Lading issued to Overland Commerce points.
For Freight and Particulars apply to
THE ADMIRAL LINE.
Telephone 3477 & 3478 Fifth Floor, HOWE, MARRON.

CHINA MAIL S.S. CO., LTD.

REGULAR SERVICE
"NANKING" "CHINA" "NILE"
10,000 tons. 10,000 tons. 11,000 tons.

SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
via SHANGHAI, JAPAN PORTS, AND HONOLULU
"NANKING" "CHINA" "NILE"
Aug. 19th. July 22nd. 28th Aug.
An unsurpassed high-class passenger service.
O. H. KITTER, Prince's Building, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

Steamers	Tons	Leave Hongkong
"KOREA MARU"	20,000	July 14th.
"SIBERIA MARU"	20,000	Aug. 10th. (from Yokohama).
"TENYO MARU"	22,000	Aug. 11th.
"SHINTO MARU"	22,000	Sept. 6th.

† Omitting call at Shanghai.

• Calling at Keelung.

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HONGKONG TO VALPARAISO

VIA JAPAN, SALINA CRUZ, BALBOA, CALLAO, ARICA & IQUIQUE.

Thence by TRANS-ANDIN Route to BUENOS AIRES.

Steamers	Tons	Leave Hongkong
"KAISHO MARU"	17,000	July 20th.
"ANTO MARU"	18,500	Sept. 2nd.
"SEIYO MARU"	14,000	Nov. 2nd.

For full information regarding passengers, freight and sailings, apply to—

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[35]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Displacement	Sailing Date
SHANGHAI, KOBE & YOKOHAMA	"AMAZON" 10,000	On or about 12th July.
	"ANDRE LEE" 31,000	On or about 3rd Aug.
	"PATR. LEAT" 31,000	On or about 15th Aug.
	"ARMAND BEHIC" 10,000	On or about 4th Sept.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER.

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O. S. K. OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

Steamer	Departure
"ALPS MARU"	Tuesday, 7th Sept.
"ATLAS MARU"	Saturday, 25th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

Steamer	Departure
"MEXICO MARU"	Sunday, 8th Aug.
"CHICAGO MARU"	Tuesday, 14th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

Steamer	Departure
"BURMA MARU"	Tuesday, 20th July.
"SIAM MARU"	Beginning of Aug.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

Steamer	Departure
"UNNAN MARU"	Sunday, 1st Aug.

POST OFFICE NOTICE.

Telegraphic communication with Wagon Lighthouse is interrupted.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FROM	PER	DATE
JAPAN	Gregory Ajar	8th July
JAPAN	Kawachi Maru	9th July
SHANGHAI	Suiyang	9th July
SHANGHAI	Tenashin Maru	10th July
SHANGHAI	Chongshin	11th July
SHANGHAI	Meihua	11th July
SHANGHAI	Kaito Maru	12th July
SHANGHAI	Kama Maru	13th July
SHANGHAI	Amoy Maru	14th July
SHANGHAI	Shidzu Maru	15th July
SHANGHAI	Kanamaru Maru	16th July
SHANGHAI	AKI Maru	20th July

OUTWARD MAILS.

FOR	PER	DATE
Japan via Yokohama	Tenashin Maru	Thursday, 8th, 9.00 A.M.
Shanghai, N. China, and Japan via Kobe	Suiyang	Thursday, 8th, 9.00 A.M.
Shanghai and North China	Chongshin	Thursday, 8th, 11.00 A.M.
Swatow, Shanghai, and North China	Meihua	Thursday, 8th, 11.00 A.M.
Japan via Kobe	Kaito Maru	Thursday, 8th, 5.00 P.M.
Fort Bayard	Kama Maru	Thursday, 8th, 5.00 P.M.
Swatow and Straits	Amoy Maru	Thursday, 8th, 5.00 P.M.
Swatow, Amoy, and Foochow	Shidzu Maru	Friday, 9th, 1.00 P.M.
Philippine Islands	Kanamaru Maru	Friday, 9th, 2.00 P.M.
Shanghai and North China	AKI Maru	Saturday, 10th, 11.00 A.M.
Sandakan	Chongshin	Saturday, 10th, 3.00 P.M.
Shanghai and North China	Meihua	Saturday, 10th, 3.00 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VICTORIA, B.C.	Kaito Maru	Sunday, 11th, 9.00 A.M.
Swatow, Amoy, and Formosa via Keelung, China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VICTORIA, B.C.	Kama Maru	Sunday, 11th, 9.00 A.M.
Japan via Kobe, CANADA, UNITED STATES, CENTRAL AND SOUTH AMERICA, and EUROPE via VICTORIA, B.C.	Amoy Maru	Monday, 12th, 9.00 A.M.
Amoy, Shanghai, and North China	Shidzu Maru	Monday, 12th, 9.00 A.M.
Swatow, Amoy, and Foochow	Kanamaru Maru	Tuesday, 13th, 1.00 P.M.
Philippine Islands	Kaito Maru	Tuesday, 13th, 1.00 P.M.
Shanghai and North China	Kama Maru	Tuesday, 13th, 3.00 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VICTORIA, B.C.	Amoy Maru	Wednesday, 14th, 9.00 A.M.
Swatow, Amoy, and Foochow	Shidzu Maru	Wednesday, 14th, 9.00 A.M.
Philippine Islands	Kanamaru Maru	Thursday, 15th, 1.00 P.M.
Shanghai and North China	Kaito Maru	Thursday, 15th, 1.00 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VICTORIA, B.C.	Amoy Maru	Friday, 16th, 1.00 P.M.
Swatow, Amoy, and Foochow	Shidzu Maru	Friday, 16th, 1.00 P.M.

*Correspondence bearing vessel's name only.

HOTELS IN JAPAN & MANCHURIA

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IN JAPAN

IN MANCHURIA

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